



**TRANSPORTATION TECHNICAL COMMITTEE  
MEETING MINUTES  
MARCH 16, 2023  
AMES CITY HALL 515 CLARK AVENUE  
9:00AM-HYBRID MEETING**

**Attendance:**

**TRANSPORTATION TECHNICAL COMMITTEE MEMBERS**

▲	Tracy	Peterson	Ames Municipal Engineer	
▲	Damion	Pregitzer	Ames Traffic Engineer <i>(Chair)</i>	
X	Justin	Clausen	Ames Operations Manager	
X	Kelly	Diekmann	Ames Director of Planning and Housing	
▲	Justin	Moore	Ames Long Range Planner <i>(Vice-Chair)</i>	
▲	Barb	Neal	CyRide Transit Director	
▲	Jonathan	Bullock	Boone County Engineer	
▲	Darren	Moon	Story County Engineer	
X	Gerry	Peters	Ames Community School District	
X	Dan	Culhane	Ames Economic Development Commission	
▲	Sarah	Lawrence	Iowa State University Campus Planner	
▲	Darla	Hugaboom	Federal Highway Administration	†
X	Sean	Litteral	Federal Highway Administration	†
▲	Daniel	Nguyen	Federal Transit Administration	†
▲	Andy	Loonan	Iowa Department of Transportation	†
X	Zac	Bitting	Iowa Department of Transportation	†
▲	<i>Present</i>		<i>Alternate Attendee</i>	*
X	<i>Absent</i>		<i>Non-Voting Members</i>	†

**STAFF AND GUESTS IN ATTENDANCE**

1	Kyle	Thompson	MPO Transportation Planner
2	John	Joiner	MPO Administrator & Ames Public Works Director
3	Mark	Gansen	Ames Civil Engineer II
3	Laura	Colebrooke	Ames Principal Clerk
4	Shari	Atwood	MPO/CyRide Transit Planner
5	John	Gibson	Federal Highway Administration

**I. CALL TO ORDER**

The regular meeting of the Ames Area Metropolitan Planning Organization Transportation Technical Committee was called to order by Damion Pregitzer at 9:01AM.

**II. APPROVAL OF AGENDA OF THE MARCH 16, 2023, MEETING**

MOTION: (Peterson /Moore) to approve the agenda of the March 16, 2023, meeting.

*MOTION PASSED: 7-0*

**III. APPROVAL OF THE MINUTES OF THE JANUARY 12, 2023, MEETING**

MOTION: (Lawrence/Peterson) to approve the minutes of the January 12, 2023, meeting.

*MOTION PASSED: 7-0*

**IV. APPROVAL OF THE MINUTES IF THE JANUARY 17,2023, SPECIAL MEETING**

MOTION: (Peterson/Lawrence) to approve the minutes of the January 17, 2023, special meeting.

*MOTION PASSED: 7-0*

**V. RECOMMENDATION ON FY 2024 TRANSPORTATION PLANNING WORK PROGRAM (TWTP)**

Kyle Thompson, MPO Transportation Planner, explained the purpose of the plan. The development schedule was shown on the slide. Once the draft is reviewed it will go to the Policy Committee and go through the input process. It will then be finalized and go to approval in May and be put in effect July 1<sup>st</sup>. He described the five chapters that were included in the document that was mailed out. He also discussed the eight work elements and the budget for each and how they related to regional and federal planning goals. He discussed the main budget table on page 29.

Mr. Thompson explained the Comprehensive Planning and Complete Streets work elements and the funds for each. He noted the 190<sup>th</sup> street study is scheduled to be completed this year. Mr. Thompson said the options are to recommend the program as presented today to the Policy Committee or to recommend modifications to the Policy Committee.

MOTION: (Peterson/Moore) Recommend the Draft FY 2024 Transportation Planning Work Program to the Transportation Policy Committee for formal approval.

*MOTION PASSED: 7-0*

**VI. OTHER NON-ACTION ITEMS OF INTEREST TO THE COMMITTEE**

Mr. Thompson discussed the Regional STBG Applications and noted the applications are due by March 31<sup>st</sup>, 2023.

Ms. Atwood said the state grant for CyRide is not due until June 1<sup>st</sup>. She asked if the numbers change from getting the TIP in. She asked if the Draft is not due until May.

Mr. Thompson said the Draft will go forward in May. He said the draft will go to the Technical Committee on May 11<sup>th</sup>, 2023.

**VII. UPCOMING DATES**

- a. Transportation Policy Committee Meeting  
March 28, 2023 @ 6:00PM-Ames City Hall (Council Chambers)
- b. Transportation Technical Committee Meeting  
May 11, 2023 @ 9:00AM-Hybrid Format
- c. Transportation Policy Committee Meeting  
May 23, 2023 @ 6:00PM-Ames City Hall (Council Chambers)

**VIII. ADJOURNMENT**

MOTION: (Peterson) Adjourn meeting of the Technical Transportation Committee at 9:24AM.

Minutes prepared by Laura Colebrooke

ITEM#: 4  
 DATE: 05-09-23  
 DEPT: MPO

**TRANSPORTATION TECHNICAL COMMITTEE ACTION FORM**

**SUBJECT: DRAFT FFY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

**BACKGROUND:**

To receive funds for transportation improvement projects, it is necessary for projects to be part of the approved statewide plan. The initial step in this process is for the Ames Area MPO to develop a Transportation Improvement Plan (TIP). The TIP includes four-years of programming, and a new TIP is created annually. Projects included in the TIP involve roadway improvements, transit projects, planning activities, and trail projects. In spring 2023, the Ames Area MPO distributed regional applications for new funding for the Surface Transportation Block Grant (STBG) program. These were due on March 31 and the MPO received three (3) applications for regional STBG funding:

**STBG (Surface Transportation Block Grant) Applications**

TPMS ID	Project Sponsor	Project Name	Federal Fund Request	Total Project Cost	Year
53509	City of Ames	Hyland Avenue Pavement Improvements (GW Carver – Eisenhower)	\$1,890,000	\$2,362,500	FFY24
53508	City of Ames	E Lincoln Way Pavement Improvements (Duff Ave – S Skunk River)	\$2,400,000	\$3,000,000	FFY27
52480	CyRide	Vehicle Replacement	\$225,000	\$1,061,228	FFY27

Total New STBG Requests: \$4,515,000

MPO Staff have reviewed the received applications to ensure conformity to the 2045 Metropolitan Transportation Plan (MTP) and regional transportation planning goals. **Staff recommends fully awarding the requested amounts for all received project applications.**

**Fiscal Constraint:**

The following tables demonstrate fiscal constraint for the regional STBG, TAP, and CRP funding programs in FFY 2024 through 2027 by summarizing anticipated new funding targets and programmed projects amounts. A map and full list of the programmed projects can be seen starting on page 20 (highway/trail projects) and page 24 (transit projects) of the draft TIP document.

**STBG Fiscal Constraint**

	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$3,980,579	\$1,727,151	\$514,151	\$953,151
STBG TARGET	\$1,987,572	\$2,026,000	\$2,064,000	\$2,104,000
SUBTOTAL	\$5,968,151	\$3,753,151	\$2,578,151	\$3,057,151
PROGRAM FUNDS	\$4,241,000	\$3,239,000	\$1,625,000	\$2,625,000
<b>BALANCE</b>	<b>\$1,727,151</b>	<b>\$514,151</b>	<b>\$953,151</b>	<b>\$432,151</b>

**TAP Fiscal Constraint**

	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$27,697	\$221,018	\$421,018	\$107,018
TAP TARGET	\$193,321	\$200,000	\$206,000	\$213,000
SUBTOTAL	\$221,018	\$421,018	\$627,018	\$320,018
PROGRAM FUNDS	\$0	\$0	\$520,000	\$0
<b>BALANCE</b>	<b>\$221,018</b>	<b>\$421,018</b>	<b>\$107,018</b>	<b>\$320,018</b>

**CRP Fiscal Constraint**

	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$185,511	\$367,573	\$553,573	\$742,573
TAP TARGET	\$182,062	\$186,000	\$189,000	\$193,000
SUBTOTAL	\$367,573	\$553,573	\$742,573	\$935,573
PROGRAM FUNDS	\$0	\$0	\$0	\$0
<b>BALANCE</b>	<b>\$367,573</b>	<b>\$553,573</b>	<b>\$742,573</b>	<b>\$935,573</b>

**DEVELOPMENT SCHEDULE:**

The development schedule for the FFY24-27 TIP is as follows:

- May 11, 2023 – Technical Committee reviews draft and makes recommendation.
- May 23, 2023 – Policy Committee reviews draft and sets public hearing.
- May 30, 2023 – Public Input Session
- May 24 – June 30, 2023 – Public Comment Period
- June 15, 2023 – Draft due to Iowa DOT for review
- July 11, 2023 – Policy Committee holds public hearing on final approval.
- July 15, 2023 – Final approved TIP due to Iowa DOT
- October 1, 2023 – TIP becomes effective (start of FFY 2024)

**ALTERNATIVES:**

1. Recommend the Draft FFY 2024 - 2027 Transportation Improvement Program to the Transportation Policy Committee for formal approval.
2. Recommend the Draft FFY 2024 - 2027 Transportation Improvement Program, with Transportation Technical Committee modifications, to the Transportation Policy Committee for formal approval.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

Staff prepared the FFY 2024 – 2027 Transportation Improvement Program in accordance with state and federal guidelines. All programmed projects conform with the MPO's 2045 Metropolitan Transportation Plan.

Therefore, it is recommended by the Administrator that the Transportation Technical Committee adopt Alternative No. 1, as shown.

**DRAFT**

**FFY 2024-2027**

**Transportation**

**Improvement**

**Program**

**AAAMPO**

**AMES AREA METROPOLITAN PLANNING ORGANIZATION**

AMES | GILBERT | STORY | BOONE

The Ames Area Metropolitan Planning Organization prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on July 11, 2023. Please call (515) 239-5160 to obtain permission to use.

# CONTENTS

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- 1 - Introduction ..... 4
  - 1.1 Document Overview..... 4
  - 1.2 AAMPO Overview and Planning Area ..... 4
  - 1.3 Transportation Policy Committee ..... 5
  - 1.4 Transportation Technical Committee ..... 6
- 2 - Public Participation ..... 7
  - 2.1 Website ..... 7
  - 2.2 Outreach..... 7
  - 2.3 Public Involvement Opportunities ..... 7
- 3 - Performance-Based Planning ..... 8
  - 3.1 Overview ..... 8
  - 3.2 Safety (PM1)..... 8
  - 3.3 Pavement and Bridge (PM2) ..... 8
  - 3.4 System and Freight Reliability (PM3) ..... 9
  - 3.5 Transit Asset Management ..... 10
  - 3.6 Transit Safety..... 11
  - 3.7 Regional Transportation Goals..... 12
  - 3.8 Air Quality..... 12
- 4 - Project Selection ..... 13
  - 4.1 Overview ..... 13
  - 4.2 Regional Applications ..... 13
  - 4.3 STBG Selection Criteria..... 13
  - 4.4 TAP Selection Criteria ..... 13
  - 4.5 CRP Selection Criteria ..... 14
  - 4.6 Transit Projects..... 14
- 5 - FFY 2023 FHWA Project Status Report ..... 15
- 6 - Financial Analysis ..... 16
  - 6.1 Overview ..... 16
  - 6.2 Iowa DOT O&M Estimated Expenditures and Funding..... 16
  - 6.3 Fiscal Tables..... 17



7 - FHWA Program (FFY 2024 – 2027)..... 20

    7.1 Overview ..... 20

    7.2 Programmed Highway Projects..... 21

8 - FTA Program (FFY 2024-2027) ..... 24

    8.1 Overview ..... 24

    8.2 Programmed Transit Projects..... 25

    8.3 FFY 2024 Transit Project Justifications..... 31

9 - Changing an Approved TIP ..... 34

    9.1 Amendments ..... 34

    9.2 Administrative Modifications..... 34

Appendix A – Resolution of Adoption..... 36

Appendix B – Self-Certification of Planning Activities ..... 37

Appendix C – List of Federal and State Funding Programs ..... 38

Appendix D – STBG Application Form..... 44

Appendix E – Public Comments ..... 48

Appendix F – Sponsor Requests for Project Modifications ..... 49

# 1 - Introduction

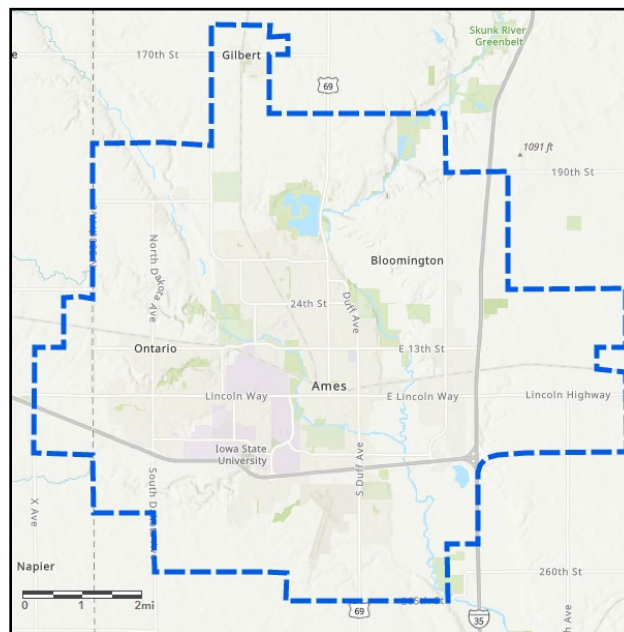
## 1.1 Document Overview

The Federal Fiscal Year 2024 - 2027 Transportation Improvement Program (TIP) is the short-range implementation program for federally funded and regionally significant transportation projects. The TIP is a requirement of 23 CFR 450.326 for metropolitan planning organizations to develop a program, covering at least four years, which reflects the investment priorities established in the metropolitan transportation plan. The Ames Area Metropolitan Planning Organization (AAMPO) develops a new TIP annually in coordination with the Iowa Department of Transportation (DOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the City of Ames, the City of Gilbert, Story County, Boone County, Ames Transit Agency (CyRide), other local agencies and stakeholders, as well as the public. The Ames Area TIP is included in the State Transportation Improvement Program (STIP), which is developed by the Iowa Department of Transportation.

## 1.2 AAMPO Overview and Planning Area

AAMPO was officially designated the MPO of the Ames urbanized area by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population greater than 50,000 in the 2000 Census.

As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area to be expanded to encompass this area in its entirety. The Ames Area MPO approved the current Metropolitan Planning Area boundary on November 13, 2012 (shown in **Figure 1**). The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.



**Figure 1:** AAMPO Boundary (Adopted Nov 13, 2012)

The Ames Area MPO provides and coordinates various transportation planning and improvement efforts throughout the Ames urban area.

Ames is in central Iowa and is served by Interstate 35, US Highway 30, and US Highway 69. Surface transportation needs are met through over 251 centerline miles of streets. The community has a very progressive transit system, CyRide, which prior to the COVID-19 pandemic carried more than six million bus passengers each year. CyRide’s ridership dropped to 4.57 million passengers in FY 2020, 1.86 million in FY 2021 because of reduced travel within the Ames community and rose to 3.66 in FY 2022. CyRide believes ridership will hit over 4 million in FY 2023. Since over 90% of CyRide’s ridership is university students, future transit ridership heavily depends upon student mobility and high enrollment at Iowa State University. While most transit users have Iowa State University ties, CyRide serves the entire Ames community. Railroads provide freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

The Ames Area MPO consists primarily of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

### 1.3 Transportation Policy Committee

The Transportation Policy Committee (TPC) is the policy setting board of the MPO and the membership consists of local officials. Voting membership on the committee includes city and county governments located within the Ames Area MPO planning boundary, as well as the local transit agency. Currently the TPC membership includes the City of Ames, City of Gilbert, CyRide, Boone County, and Story County. The Iowa Department of Transportation, Federal Highway Administration, Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

<b>Transportation Policy Committee Membership</b>		
<b><i>Representative Agency</i></b>	<b><i>Member</i></b>	<b><i>Representative Agency Role</i></b>
<b>City of Ames (Chair)</b>	John Haila	Mayor
<b>City of Ames</b>	Bronwyn Beatty-Hansen	Council Member
<b>City of Ames</b>	Gloria Betcher	Council Member
<b>City of Ames</b>	Amber Corrieri	Council Member
<b>City of Ames</b>	Tim Gartin	Council Member
<b>City of Ames</b>	Anita Rollins	Council Member
<b>City of Ames</b>	Rachel Junck	Council Member
<b>Boone County</b>	Bill Zinnel	Board of Supervisors
<b>Story County</b>	Linda Murken	Board of Supervisors
<b>Ames Transit Agency (CyRide)</b>	Jacob Ludwig	CyRide Board Member
<b>City of Gilbert</b>	Jonathan Popp	Mayor
<b>Iowa Dept. of Transportation ‡</b>	Andy Loonan	District 1 Transportation Planner
<b>Iowa Dept. of Transportation ‡</b>	Zac Bitting	Metropolitan and Regional Planning Coordinator
<b>Iowa Dept. of Transportation ‡</b>	Cindy Shearer	Statewide Planning Support
<b>Federal Highway Administration ‡</b>	Darla Hugaboom	Iowa Division Community Planner
<b>Federal Highway Administration ‡</b>	Sean Litteral	Planning and Development Team Leader
<b>Federal Transit Administration ‡</b>	Daniel Nguyen	Region 7 Community Planner
<b>Iowa State University ‡</b>	Brandi Latterell	Director for Planning Services

‡ Non-voting

## 1.4 Transportation Technical Committee

The Transportation Technical Committee (TTC) consists of technical personnel from various agencies involved in transportation issues within the planning area. The TTC formulates the procedural details of the Transportation Planning Work Program. The committee reviews and monitors the output of various MPO activities identified in the work program and makes recommendations to the policy committee. The committee is also responsible for assisting in developing Transportation Improvement Programs and Metropolitan Transportation Plans. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration serve as advisory, non-voting, representatives.

<b>Transportation Technical Committee Membership</b>		
<b><i>Representative Agency</i></b>	<b><i>Member</i></b>	<b><i>Representative Agency Role</i></b>
<b>City of Ames (Chair)</b>	Damion Pregitzer	Traffic Engineer
<b>City of Ames (Vice-Chair)</b>	Justin Moore	Planner
<b>City of Ames</b>	Justin Clausen	Operations Manager
<b>City of Ames</b>	Kelly Diekmann	Director of Planning & Housing
<b>City of Ames</b>	Tracy Peterson	Municipal Engineer
<b>Ames Transit Agency (CyRide)</b>	Barbara Neal	Transit Director
<b>Iowa State University</b>	Sarah Lawrence	Campus Planner
<b>Boone County</b>	Jonathan Bullock	County Engineer
<b>Story County</b>	Darren Moon	County Engineer
<b>Ames Community School Dist.</b>	Gerry Peters	Facilities Director
<b>Ames Economic Development Commission</b>	Dan Culhane	President & Chief Executive Officer
<b>Iowa Dept. of Transportation ‡</b>	Andy Loonan	District 1 Transportation Planner
<b>Iowa Dept. of Transportation ‡</b>	Zac Bitting	Metropolitan and Regional Planning Coordinator
<b>Iowa Dept. of Transportation ‡</b>	Cindy Shearer	Statewide Planning Support
<b>Federal Highway Administration ‡</b>	Darla Hugaboom	Iowa Division Community Planner
<b>Federal Highway Administration ‡</b>	Sean Litteral	Planning and Development Team Leader
<b>Federal Transit Administration ‡</b>	Daniel Nguyen	Region 7 Community Planner

‡ Non-voting

## 2 - Public Participation

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This document was developed in coordination with AAMPO member agencies, regional stakeholders, and members of the public using the process described in the [AAMPO Public Participation Plan](#). This process includes strategies to disseminate information about the project selection process and provides opportunities for interested parties to provide information to the policy committee.

### 2.1 Website

The Ames Area MPO utilizes its website at [www.aampo.org](http://www.aampo.org) to make documents, maps, and other materials accessible anytime of any day in a format that is adaptable to mobile devices and website text which can be translated into any language available through translation services. There is a subpage of the website dedicated to the [Transportation Improvement Program](#). Here, both current and past versions of Transportation Improvement Programs can be found, and public meetings and comment opportunities are posted.

### 2.2 Outreach

Anyone may sign-up to receive notifications of news and events published from the MPO with an e-notification system. During the development of this program, users received e-notifications pertaining to FFY 2024-2027 TIP public meetings, public comment periods, and draft documents.

Additionally, AAMPO utilizes local publications, such as the Ames Tribune, to publicize public input opportunities and public hearing dates.

### 2.3 Public Involvement Opportunities

There were three primary opportunities for public involvement and feedback including:

- **Public Input Session:** A public input session provided members of the public the opportunity to drop-in to view projects, meet with staff, and leave comments on the proposed program. The event, hosted on May 30, 2023, was held virtually via Microsoft Teams. No formal presentation was given allowing for visitors to come and go at any time during the event.
- **Public Comment Period:** A public comment period was made available from May 24, 2023, to June 30, 2023. The draft TIP document was made available online and members of the public could submit their comments on the draft document or listed projects via email or via mail. Public comments received by staff are shown in **Appendix E**.
- **Public Hearing:** During the July 11, 2023, Transportation Policy Committee meeting, a public hearing was held prior to final adoption of this TIP. This hearing provided time for anyone to address the committee prior to consideration and adoption of the TIP. Transportation Policy Committee meetings are currently livestreamed on Ames Channel 12 and on YouTube.

## 3 - Performance-Based Planning

### 3.1 Overview

Since the passing of the 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation bill, states and MPOs have been required to use performance-based transportation planning practices. MPO Transportation Improvement Programs are required to document compliance with each of the performance-based planning categories including safety (PM1), pavement and bridge (PM2), system and freight reliability (PM3), transit asset management, and transit safety.

### 3.2 Safety (PM1)

Rather than setting its own safety targets, the Ames Area MPO has chosen to support the Iowa DOT's safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report (see **Table 1**). The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT coordinated with the Ames Area MPO, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

**Table 1:** Safety (PM1) Targets (adopted by the AAMPO on 01/24/23)

Performance Measure	Five Year Rolling Averages	
	2017-2021 Baseline	2019-2023 Target
Number of Fatalities	337.2	351.4
Fatality Rate – per 100 million VMT	1.029	1.037
Number of Serious Injuries	1,376.4	1,398.2
Serious Injury Rate – per 100 million VMT	4.193	4.264
Non-Motorized Fatalities and Serious Injuries	130.0	134.4

### 3.3 Pavement and Bridge (PM2)

Rather than setting its own pavement and bridge targets, the Ames Area MPO has chosen to support the Iowa DOT's pavement and bridge targets as submitted in the most recent performance report (see **Table 2**). The MPO supports those targets by reviewing and programming all Interstate and National

Highway System projects within the MPO boundary that are included in the DOT’s Transportation Improvement Program.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects the State Long-Range Transportation Plan and system/modal plans to Iowa DOT’s Five-Year Program and the STIP. The long-range plan defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT’s longer-term vision.

The Iowa DOT coordinated with the Ames Area MPO as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

**Table 2:** Pavement and Bridge (PM2) Targets (adopted by AAMPO on 01/24/23)

<b>Performance Measure</b>	<b>2021 Baseline</b>	<b>2-Year Target</b>	<b>4 Year Target</b>
<b>Percentage of pavements of the Interstate System in Good condition</b>	58.8%	55.0%	55.0%
<b>Percentage of pavements of the Interstate System in Poor condition</b>	0.4%	3.0%	3.0%
<b>Percentage of pavements of the non-Interstate NHS in Good condition</b>	37.9%	35.0%	35.0%
<b>Percentage of pavements of the non-Interstate NHS in Poor condition</b>	3.7%	6.0%	6.0%
<b>Percentage of NHS bridges classified as in Good condition</b>	48.6%	52.5%	56.0%
<b>Percentage of NHS bridges classified as in Poor condition</b>	2.4%	5.0%	6.6%

### 3.4 System and Freight Reliability (PM3)

Rather than setting its own system and freight reliability targets, the Ames Area MPO has chosen to support the Iowa DOT’s system and freight reliability targets as submitted in the most recent performance report. The MPO supports those targets by reviewing and programming all Interstate and

National Highway System projects within the MPO boundary that are included in the DOT’s Transportation Improvement Program.

The Iowa DOT coordinated with the Ames Area MPO, as part of its target setting process. Historical performance was reviewed to set targets. In addition to projects utilizing Transportation Systems Management and Operations (TSMO) strategies, projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, as well as the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. State projects identified in the freight investment plan and programmed in the STIP were highly ranked freight bottlenecks.

**Table 3:** System and Freight Reliability (PM3) Targets (adopted by AAMPO on 01/24/23)

Performance Measure	2017 Baseline	2 Year Target	4 Year Target
Percent of the person-miles traveled on the Interstate that are reliable	99.9%	98.0%	98.0%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	96.5%	94.0%	94.0%
Truck Travel Time Reliability (TTTR) Index	1.13	1.25	1.25

### 3.5 Transit Asset Management

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

The Ames Area MPO chooses to support the Ames Transit Agency’s (CyRide’s) TAM targets (see **Table 4**). CyRide’s TAM Plan establishes their target setting methodology and establishes the TAM targets.



**Table 4:** Transit Asset Management Targets (adopted by AAMPO on 01/24/23)

TAM Performance Measure Class	2022 Target	2022 Year-End Results	2023 Performance Target	2024	2025	2026	2027
Revenue Vehicles 40'-60' Buses	30%	35%	27% of fleet exceeds CyRide's ULB of 15 yrs.	16%	23%	22%	37%
Revenue Vehicles Cutaways	22%	22%	22% of fleet exceeds FTA ULB of 8 yrs.	0%	0%	0%	0%
Revenue Vehicles Minivans	0%	100%	Eliminate Asset Category	0%	0%	0%	0%
Equipment Shop Trucks	50%	0%	0% of fleet exceeds CyRide's ULB of 10 yrs.	0%	0%	0%	0%
Facilities Admin./Maint.Facility	0%	0%	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%
Facilities Ames Intermodal Facility	0%	0%	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%

Note: CyRide plans to sell or scrap their final van by the end of Summer 2023. This will eliminate the minivan asset category.

### 3.6 Transit Safety

Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT provided assistance with the development of initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state’s public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

The Ames Area MPO chooses to support the Ames Transit Agency’s (CyRide’s) transit safety targets (see **Table 5**). CyRide’s PTASP establishes their target setting methodology and establishes the transit safety targets.

**Table 5:** Transit Safety Targets (adopted by AAMPO on 09/27/23)

Mode of Transit Service	Fatalities (Total)	Fatalities (per 100 thousand VRM)	Injuries (Total)	Injuries (per 100 thousand VRM)	Safety Events (Total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	0	0.00	0	0.00	40,789.27
Paratransit	0	0	0	0.00	0	0.00	238,798

\*VRM= Vehicle Revenue Miles

### 3.7 Regional Transportation Goals

In AAMPO's latest Metropolitan Transportation Plan, [Forward 45](#), a performance-based transportation planning approach was utilized by tying in the regional vision of the transportation system with the aforementioned federally-required metrics and federally-required planning processes. The six primary region-specific goals, identified from public input, were accessibility, safety, substantiality, efficiency & reliability, placemaking, and preservation. The [Forward 45 Report](#) provides a detailed explanation of the regional goals and objectives as well as the performance-based planning approach utilized in the identification, selection, and prioritization of projects.

The vision statement stated in Forward 45 is:

*"The Ames area future transportation plan delivers **safe, efficient and reliable** solutions that are **accessible** to all users. The plan focuses on **preserving** the existing network and shaping the public realm through **placemaking**, while providing long-term **sustainability**."*

### 3.8 Air Quality

The Clean Air Act requires the United States Environmental Protection Agency (EPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the Environmental Protection Agency; they define the allowable concentration of pollution in the air for six different pollutants: Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either "attainment" or "non-attainment" of an air quality standard and provides the EPA the authority to define the boundaries of nonattainment areas. For areas designated as non-attainment for one or more National Ambient Air Quality Standards, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment.

No part of the Ames Area is within nonattainment; therefore, it is not subject to air quality conformity requirements. However, the Ames Area MPO will perform activities to monitor and promote air quality issues in the region. The State of Iowa provides grant opportunities through the Iowa Clean Air Attainment Program (ICAAP) to promote clean air in Iowa's transportation system.

## 4 - Project Selection

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### 4.1 Overview

This Transportation Improvement Program (TIP) serves as a list of federal-aid eligible transportation improvements within the Ames region from the federal fiscal years 2024 to 2027. Projects in the Ames Area MPO's TIP must be consistent with the latest regional Metropolitan Transportation Plan, [Forward 2045](#). The final AAMPO TIP, approved by the AAMPO Transportation Policy Committee, will be consolidated into the State Transportation Improvement Program (STIP) along with the programs from the other planning agencies in the State of Iowa.

Projected identified in this TIP utilize, or are based upon, several different sources of federal funding. While AAMPO is responsible for the regional selection of projects eligible for STBG, TAP, and CRP funding, which the undermentioned selection procedure discussions will focus on, there are several other Federal and State funding programs which are listed and described in **Appendix C**.

### 4.2 Regional Applications

AAMPO manages application and selection processes for three primary regional transportation funding programs: Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP). For projects to be eligible for these applications, they must conform with the latest regional Metropolitan Transportation Plan, [Forward 2045](#). These applications are made available on the AAMPO website at [www.aampo.org](http://www.aampo.org). A notification email is also sent out to contacts from all the AAMPO regional member agencies that are eligible to apply. For each program, applications are typically due annually on March 31<sup>st</sup>. Note that, for this year, the AAMPO did not accept applications for the TAP and CRP funding programs. This is due to both the AAMPO and Iowa DOT still working through the new bipartisan infrastructure bill ([BIL](#)) and its impacts on these funding programs. The application template for STBG funding can be found in **Appendix D**.

### 4.3 STBG Selection Criteria

STBG funds are typically awarded to projects which improve capacity through construction, reconstruction, and rehabilitation of the highway network. However, Transit capital projects are also eligible for STBG funds. Projects must be listed in, or conform with, the latest Metropolitan Transportation Plan. All projects are evaluated and prioritized within the Metropolitan Transportation Plan using a performance-based planning process. This evaluation is heavily weighed when determining whether to award STBG funding to a project. Staff will make an initial review of all received STBG applications. Next, the Transportation Technical Committee (TTC) collectively reviews and recommends to the Transportation Policy Committee which projects should be selected.

### 4.4 TAP Selection Criteria

The Iowa DOT and AAMPO are currently reviewing application and selection procedures for regional TAP funding. As such, the AAMPO did not accept new TAP applications during calendar year 2023. The

AAMPO expects to resume its annual regional TAP application cycle in calendar year 2024 with updated selection criteria that conforms with the new bipartisan infrastructure bill, [BIL](#).

#### **4.5 CRP Selection Criteria**

The Carbon Reduction Program (CRP) is a new funding program established under the [BIL](#). The AAMPO is still developing its application process and selection criteria to ensure that it conforms with regional transportation goals and priorities as well as with the regulations established for the program under IIJA. The AAMPO expects to hold its first CRP application cycle alongside the STBG and TAP application cycles early next calendar year (2024) with a deadline of March 31, 2024.

#### **4.6 Transit Projects**

In addition to FHWA program projects, the TIP includes all projects which Federal Transit Administration (FTA) funding may be utilized. A portion of Federal fuel tax revenue is placed in the mass transit account of the Federal Highway Trust Fund for this use. These funds, along with General Fund appropriations, are reserved for transit purposes and are administered by the Federal Transit Administration. The transit portion of the TIP was developed in close coordination with CyRide, the urban transit operator in the Ames Area MPO planning area. The transit projects identified in the FFY 2024-2027 TIP were included within the [Passenger Transportation Plan](#) (PTP), meeting the requirement to have the Enhanced Mobility for Seniors and Individuals with Disabilities formulized Federal funding within an approved PTP prior to TIP approval. Please refer to pages 24-33 for the transit project justifications for FFY 2024 as well as the list of transit projects programmed for FFY 2024-2027.

## 5 - FFY 2023 FHWA Project Status Report

It is required to provide a status report for all federal-aid highway projects included in the first fiscal year or the previous TIP. This status report indicates whether the project was authorized/let, is being rolled over to the current TIP, or if the project is being removed from programming. This status report is useful for monitoring the progress being made in implementing the MPO's transportation program. See **Table 6** for the project status report for FFY 2023.

**Table 6:** FFY 2023 Project Status Summary

Funding Source	TPMS ID	Project Description	Federal-Aid	Total Cost	Local Sponsor	Status
STBG	37442	CyRide: Vehicle Replacement	\$225,000	\$850,000	CyRide	Authorized
STBG	36919	Cherry Ave (E Lincoln Way – SE 5 <sup>th</sup> St)	\$1,890,000	\$2,400,000	City of Ames	Remove from TIP <sup>1</sup>
STBG	45233	Lincoln Way (Dotson Dr – S Franklin Ave)	\$1,686,000	\$2,400,000	City of Ames	Roll-Over into FFY24 with updated limits <sup>1</sup>
SWAP-STBG	38303	Stange Rd (Blankenburg Dr to 24 <sup>th</sup> St) & 24 <sup>th</sup> St (Pinehurst Rd to Hayes Ave)	\$1,600,000	\$4,200,000	City of Ames	Let on 01/18/23
TAP	19249	loway Creek Trail (0.5mi E of S Duff Ave – S 5 <sup>th</sup> St)	\$728,000	\$1,082,000	City of Ames	Let on 02/21/23
CMAQ	52478	3rd Phase of Ames Traffic Signal Master Plan	\$1,495,280	\$1,869,100	City of Ames	Roll-Over into FFY24
PL	34214	Trans Planning	\$127,126	\$158,907	AAMPO	Authorized

<sup>1</sup> – See **Appendix F** for associated project modification requests from the project's local sponsor.

## 6 - Financial Analysis

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### 6.1 Overview

Projects programmed in the current TIP must demonstrate fiscal constraint. This section focuses on demonstrating that the program is fiscally constrained as well as documents nonfederal-aid revenues and expected operations and maintenance costs on the federal-aid system. All project costs are adjusted into year of expenditure dollars using an assumed annual inflation rate of 4 percent. This same inflation rate is used to project revenues and operations and maintenance costs. PL funds are shown to remain constant through the 4-year period and are based on the first fiscal year's target.

The Iowa DOT provides the AAMPO with STBG, TAP, and CRP funding targets for each of the four years in this program. The Iowa DOT also provides information from their five-year program including estimated statewide revenues/allocations and funds available for right-of-way and construction. Lastly, Iowa DOT provides forecasted non-federal-aid revenues as well as operations and maintenance data for the federal-aid system. See the following section for more detail on the Iowa DOT's programming process regarding expenditures and funding.

The Ames City Council has programmed city sponsored projects in the City of Ames 2023-2028 Capital Improvements Plan (CIP) for the local funding allocation. These funds are generated from the City of Ames annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) bonds.

The transit program does not have targets; therefore, the requests involve significant costs in the anticipation of maximizing the amounts received either through formula or discretionary funding.

### 6.2 Iowa DOT O&M Estimated Expenditures and Funding

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to estimate the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance, and construction of the Primary Road System. The amount of funding available for operations and maintenance is determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, bridge programs, and other various grant programs.

The following webpage provides additional insight into the DOT’s programming process and can be found at [https://iowadot.gov/program\\_management/Five-Year-Program](https://iowadot.gov/program_management/Five-Year-Program).

### 6.3 Fiscal Tables

The following describes each of the six fiscal tables presented in this document:

**Table 7:** **Table 7** summarizes the total project costs and associated federal-aid amounts by funding program.

**Tables 8-10:** These tables demonstrate fiscal constraint for their respective funding programs. **Table 8** summarizes the STBG program; **Table 9** summarizes the TAP program; and **Table 10** summarizes the CRP Program. This incorporates the programmed project costs from **Table 7** as well as the funding targets provided by the Iowa DOT.

**Tables 11-12:** These tables summarize projections based on 2022 operations and maintenance data provided by the Iowa DOT. This includes forecasted operations and maintenance data on the federal-aid system (**Table 11**) and forecasted non-federal-aid revenues (**Table 12**). The base year for the data was 2022. The shown projections utilize an assumed annual inflation rate of 4 percent.

**Table 13:** **Table 13** shows the Iowa DOT’s Five-Year Program funding amounts including statewide revenues, allocations, and funds available for right-of-way and construction.

**Table 7: Summary of Costs and Federal-Aid**

PROGRAM	2024		2025		2026		2027	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
CMAQ	\$3,770,700	\$3,016,560	\$0	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$158,900	\$127,120	\$158,900	\$127,120	\$158,900	\$127,120	\$158,900	\$127,120
STBG	\$6,162,500	\$4,241,000	\$4,980,000	\$3,239,000	\$2,868,960	\$1,625,000	\$4,061,228	\$2,625,000
TAP	\$0	\$0	\$0	\$0	\$650,000	\$520,000	\$0	\$0

**Table 8: STBG Fiscal Constraint**

	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$3,980,579	\$1,727,151	\$514,151	\$953,151
STBG TARGET	\$1,987,572	\$2,026,000	\$2,064,000	\$2,104,000
SUBTOTAL	\$5,968,151	\$3,753,151	\$2,578,151	\$3,057,151
PROGRAM FUNDS	\$4,241,000	\$3,239,000	\$1,625,000	\$2,625,000
<b>BALANCE</b>	<b>\$1,727,151</b>	<b>\$514,151</b>	<b>\$953,151</b>	<b>\$432,151</b>

**Table 9: TAP Fiscal Constraint**

	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$27,697	\$221,018	\$421,018	\$107,018
TAP TARGET	\$193,321	\$200,000	\$206,000	\$213,000
SUBTOTAL	\$221,018	\$421,018	\$627,018	\$320,018
PROGRAM FUNDS	\$0	\$0	\$520,000	\$0
<b>BALANCE</b>	<b>\$221,018</b>	<b>\$421,018</b>	<b>\$107,018</b>	<b>\$320,018</b>

**Table 10: CRP Fiscal Constraint**

	2024	2025	2026	2027
UNOBLIGATED BALANCE (CARRYOVER)	\$185,511	\$367,573	\$553,573	\$742,573
TAP TARGET	\$182,062	\$186,000	\$189,000	\$193,000
SUBTOTAL	\$367,573	\$553,573	\$742,573	\$935,573
PROGRAM FUNDS	\$0	\$0	\$0	\$0
<b>BALANCE</b>	<b>\$367,573</b>	<b>\$553,573</b>	<b>\$742,573</b>	<b>\$935,573</b>

**Table 11: Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System**

	2024	2025	2026	2027
CITY OF AMES TOTAL OPERATIONS	\$1,546,229	\$1,608,079	\$1,672,402	\$1,739,298
CITY OF AMES TOTAL MAINTENANCE	\$1,800,927	\$1,872,964	\$1,947,882	\$2,025,798
CITY OF GILBERT TOTAL OPERATIONS	\$44,338	\$46,112	\$47,956	\$49,874
CITY OF GILBERT TOTAL MAINTENANCE	\$110,912	\$115,348	\$119,962	\$124,760
IOWA DOT OPERATIONS AND MAINTENANCE	\$771,922	\$796,376	\$821,033	\$845,895
<b>TOTAL O&amp;M</b>	<b>\$4,274,328</b>	<b>\$4,438,878</b>	<b>\$4,609,235</b>	<b>\$4,785,625</b>

**Table 12: Forecasted Non-Federal-Aid Revenue**

	2024	2025	2026	2027
CITY OF AMES – GENREAL FUND (001)	\$1,046,329	\$1,088,182	\$1,131,709	\$1,176,978
CITY OF AMES – ROAD USE (110)	\$9,730,502	\$10,119,722	\$10,524,511	\$10,945,491
CITY OF AMES – OTHER (LOST, BENEFITS, TIF, ETC.)	\$485,457	\$504,875	\$525,070	\$546,073
CITY OF AMES – SERVICE DEBT (200)	\$13,062,547	\$13,585,049	\$14,128,451	\$14,693,589
CITY OF AMES – CAPITAL PROJECTS (300)	\$19,259,466	\$20,029,845	\$20,831,038	\$21,664,280
CITY OF AMES – UTILITIES (600 & UP)	\$2,556,034	\$2,658,275	\$2,764,606	\$2,875,190
CITY OF GILBERT – GENREAL FUND (001)	\$32,448	\$33,746	\$35,096	\$36,500
CITY OF GILBERT – ROAD USE (110)	\$177,582	\$184,686	\$192,073	\$199,756
CITY OF GILBERT – OTHER (LOST, BENEFITS, TIF, ETC.)	\$21,497	\$22,357	\$23,251	\$24,181
CITY OF GILBERT – SERVICE DEBT (200)	\$54,539	\$56,720	\$58,989	\$61,349
CITY OF GILBERT – CAPITAL PROJECTS (300)	\$0	\$0	\$0	\$0
CITY OF GILBERT – UTILITIES (600 & UP)	\$0	\$0	\$0	\$0
<b>TOTAL NON-FEDERAL-AID ROAD FUND RECEIPTS</b>	<b>\$46,426,400</b>	<b>\$48,283,456</b>	<b>\$50,214,795</b>	<b>\$52,223,387</b>



**Table 13: Iowa DOT Five-Year Program Funding**

	(\$ MILLIONS)			
	2024	2025	2026	2027
<b>REVENUES</b>				
PRIMARY ROAD FUND	\$768.9	\$774.8	\$781.0	\$787.1
TIME-21	\$135.0	\$135.0	\$135.0	\$135.0
MISCELLANEOUS	\$25.0	\$25.0	\$25.0	\$25.0
FEDERAL AID	\$497.0	\$505.1	\$513.3	\$513.3
<b>TOTAL</b>	<b>\$1,425.9</b>	<b>\$1,439.9</b>	<b>\$1,454.3</b>	<b>\$1,460.4</b>
<b>STATEWIDE ALLOCATIONS</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
OPERATIONS & MAINTENANCE (PRF)	\$378.8	\$390.8	\$402.9	\$415.1
BACK OF PROGRAM LINE ITEMS & RAIL HWY.	\$184.8	\$186.0	\$187.0	\$188.0
<b>TOTAL</b>	<b>\$563.6</b>	<b>\$576.8</b>	<b>\$589.9</b>	<b>\$603.1</b>
<b>FUNDS AVAILABLE FOR ROW/CONSTRUCTION</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
<b>TOTAL</b>	<b>\$862.3</b>	<b>\$863.1</b>	<b>\$864.4</b>	<b>\$857.3</b>

## 7 - FHWA Program (FFY 2024 – 2027)

### 7.1 Overview

The following pages contains a complete list of location-based projects utilizing FHWA-based funds programmed for FFY 2024 through FFY 2027. These projects are shown on a map in **Figure 2**.

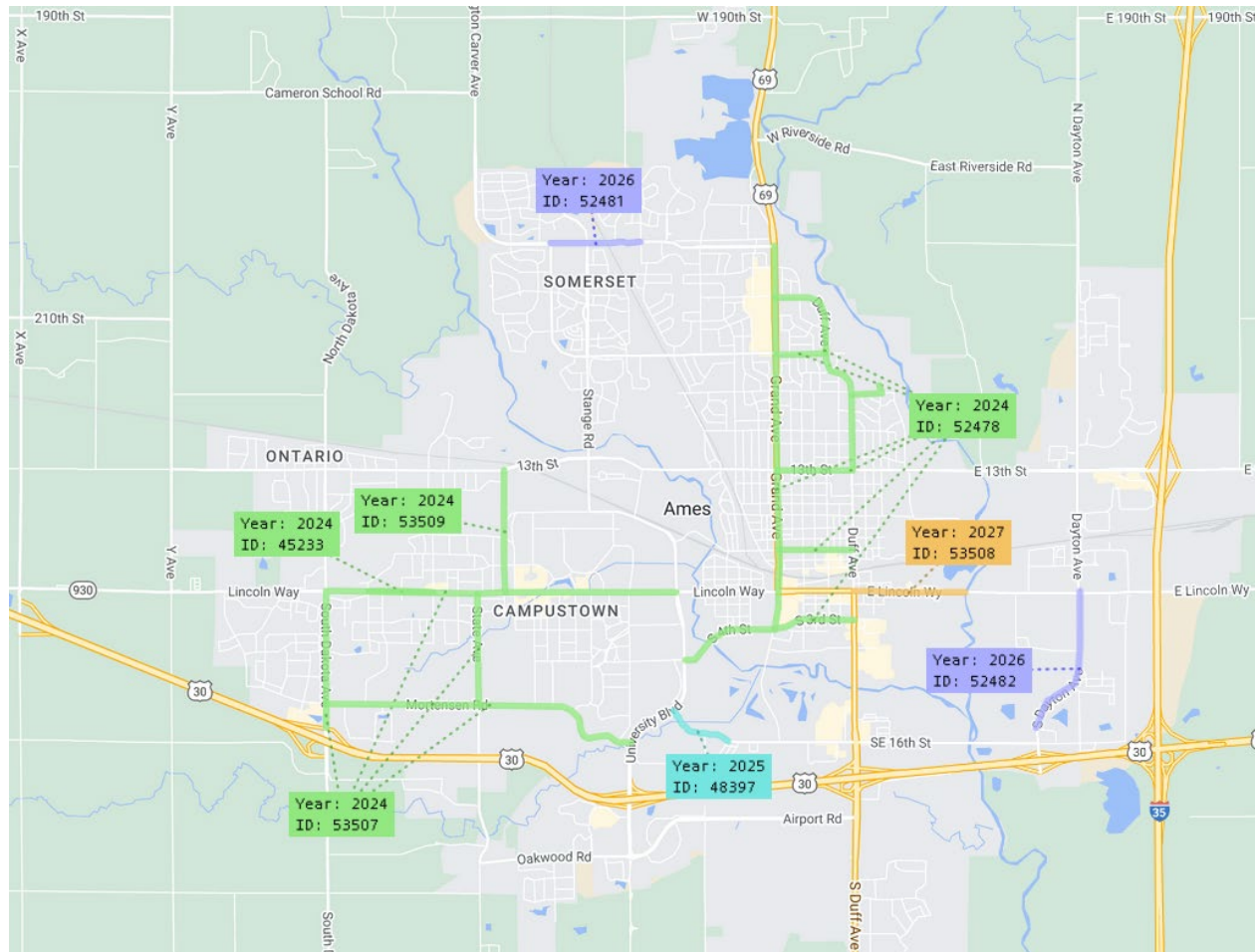


Figure 2: Project Locations (by Project ID)

## 7.2 Programmed Highway Projects

### CMAQ

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52478	STP-A-0155()--22-85	Submitted	<b>Total</b>	<b>\$1,869,100</b>				<b>\$1,869,100</b>
Ames	In the city of Ames, Third Phase Deployment Ames Traffic Signal Master Plan		<b>Federal Aid</b>	<b>\$1,495,280</b>				<b>\$1,495,280</b>
	Traffic Signals		<b>Regional Swap</b>					
53507	STP-A-0155()--22-85	Submitted	<b>Total</b>	<b>\$1,901,600</b>				<b>\$1,901,600</b>
Ames	In the city of Ames, Fourth Phase Deployment Ames Traffic Signal Master Plan		<b>Federal Aid</b>	<b>\$1,521,280</b>				<b>\$1,521,280</b>
	Traffic Signals		<b>Regional Swap</b>					

### PL

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34214	RGPL-PA22(RTP)--PL-85	Submitted	<b>Total</b>	<b>\$158,900</b>	<b>\$158,900</b>	<b>\$158,900</b>	<b>\$158,900</b>	<b>\$635,600</b>
MPO 22 / AAMPO	Trans Planning		<b>Federal Aid</b>	<b>\$127,120</b>	<b>\$127,120</b>	<b>\$127,120</b>	<b>\$127,120</b>	<b>\$508,480</b>
	Trans Planning		<b>Regional Swap</b>					

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
48395	RGPL-PA22()--ST-85	Submitted	<b>Total</b>	<b>\$550,000</b>				<b>\$550,000</b>
MPO 22 / AAMPO	MPO Planning Activities: 2050 MTP, Transit System Study		<b>Federal Aid</b>	\$440,000				\$440,000
	Trans Planning		<b>Regional</b>	\$440,000				\$440,000
			<b>Swap</b>					
45238	RGTR-0155()--ST-85	Submitted	<b>Total</b>	<b>\$850,000</b>				<b>\$850,000</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>	\$225,000				\$225,000
	Transit Investments		<b>Regional</b>	\$225,000				\$225,000
			<b>Swap</b>					
53509	STP-U-0155()--70-85	Submitted	<b>Total</b>	<b>\$2,362,500</b>				<b>\$2,362,500</b>
Ames	In the city of Ames, On HYLAND AVE, from Lincoln Way 0.8 miles to Ontario St		<b>Federal Aid</b>	\$1,890,000				\$1,890,000
	Grade and Pave		<b>Regional</b>	\$1,890,000				\$1,890,000
			<b>Swap</b>					
45233	STP-U-0155(711)--27-85	Submitted	<b>Total</b>	<b>\$2,400,000</b>				<b>\$2,400,000</b>
Ames	In the city of Ames, On LINCOLN WAY, from Beedle Dr 0.4 miles to S Franklin Ave	12/19/2023	<b>Federal Aid</b>	\$1,686,000				\$1,686,000
	Grade and Pave		<b>Regional</b>	\$1,686,000				\$1,686,000
			<b>Swap</b>					
52479	RGPL-PA22()--ST-85	Submitted	<b>Total</b>		<b>\$250,000</b>			<b>\$250,000</b>
MPO 22 / AAMPO	MPO Planning Activities: 2050 MTP, TSMO & ITS		<b>Federal Aid</b>		\$200,000			\$200,000
	Trans Planning		<b>Regional</b>		\$200,000			\$200,000
			<b>Swap</b>					
48396	RGTR-0155()--ST-85	Submitted	<b>Total</b>		<b>\$850,000</b>			<b>\$850,000</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>		\$225,000			\$225,000
	Transit Investments		<b>Regional</b>		\$225,000			\$225,000
			<b>Swap</b>					
48397	STP-U-0155()--27-85	Submitted	<b>Total</b>		<b>\$3,880,000</b>			<b>\$3,880,000</b>
Ames	In the city of Ames, On S 16TH ST, from University Blvd to Apple Pl		<b>Federal Aid</b>		\$2,814,000			\$2,814,000
	Pavement Widening		<b>Regional</b>		\$2,814,000			\$2,814,000
			<b>Swap</b>					
52480	RGTR-0155()--ST-85	Submitted	<b>Total</b>			<b>\$908,960</b>		<b>\$908,960</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>			\$225,000		\$225,000
	Transit Investments		<b>Regional</b>			\$225,000		\$225,000
			<b>Swap</b>					
52481	STP-U-0155()--70-85	Submitted	<b>Total</b>			<b>\$1,960,000</b>		<b>\$1,960,000</b>
Ames	In the city of Ames, On Bloomington Rd, from George Washington Carver Ave to Eisenhower Ave		<b>Federal Aid</b>			\$1,400,000		\$1,400,000
	Grade and Pave		<b>Regional</b>			\$1,400,000		\$1,400,000
			<b>Swap</b>					

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53499	RGTR-0155()--ST-85	Submitted	<b>Total</b>				<b>\$1,061,228</b>	<b>\$1,061,228</b>
MPO 22 / AAMPO	CyRide: Vehicle Replacement		<b>Federal Aid</b>				\$225,000	<b>\$225,000</b>
	Transit Investments		<b>Regional Swap</b>				\$225,000	<b>\$225,000</b>
53508	STP-U-0155()--70-85	Submitted	<b>Total</b>				<b>\$3,000,000</b>	<b>\$3,000,000</b>
Ames	In the city of Ames, On E LINCOLN WAY, from S Duff Ave 0.7 miles to S Skunk River		<b>Federal Aid</b>				\$2,400,000	<b>\$2,400,000</b>
	Grade and Pave		<b>Regional Swap</b>				\$2,400,000	<b>\$2,400,000</b>

TAP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52482	TAP-U-0155()--81-85	Submitted	<b>Total</b>			<b>\$650,000</b>		<b>\$650,000</b>
Ames	In the city of Ames, Along S Dayton Ave, from Isaac Newton Dr to E Lincoln Way		<b>Federal Aid</b>			\$520,000		<b>\$520,000</b>
	Ped/Bike Grade & Pave		<b>Regional Swap</b>			\$520,000		<b>\$520,000</b>

## **8 - FTA Program (FFY 2024-2027)**

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### **8.1 Overview**

The following pages contains a complete list of projects utilizing FTA-based funds programmed for FFY 2024 through FFY 2027. The justification for all FFY 2024 transit projects is also provided.

### 8.2 Programmed Transit Projects

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10555 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 Ft.) UFRC,Low Floor,Biodiesel Unit # 09071	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10557 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 Ft.) UFRC,Low Floor,Biodiesel Unit # 09072	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10559 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09073	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10561 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09074	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10562 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09075	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10563 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09076	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10564 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 09077	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10565 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00504	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10566 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00186	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10567 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00187	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10568 Submitted	5339	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979

Project ID Sponsor	Funds Approval Level	Project Type	Unit # 00188	2024	2025	2026	2027	Totals
			Description Options Vehicle Unit Number					
Ames Transit Agency (CyRide)				DOT				
10569	5339	Capital	Heavy Duty Bus (40-42 ft.)	Total	\$591,741			\$591,741
Ames Transit Agency (CyRide)	Submitted		UFRC,Low Floor,Biodiesel Unit # 00189	FA	\$502,979			\$502,979
				DOT				
10571	5310,5339	Capital	Light Duty Low-Floor Bus (176" wb)	Total	\$202,975			\$202,975
Ames Transit Agency (CyRide)	Submitted		UFRC,VSS,Low Floor Unit # 00390	FA	\$172,529			\$172,529
				DOT				



Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10573 Ames Transit Agency (CyRide)	5310,5339 Submitted	Capital	Light Duty Low-Floor Bus (176" wb) UFRC,VSS,Low Floor Unit # 00391	Total	\$202,975				\$202,975
				FA	\$172,529				\$172,529
				DOT					
10575 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00418	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10576 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00419	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10577 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00420	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10578 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00421	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10579 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00422	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10580 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00423	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10581 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00424	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10582 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel Unit # 00425	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10584 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel,Electric Unit # 00429	Total	\$1,061,228				\$1,061,228
				FA	\$902,044				\$902,044
				DOT					
10586 Submitted	5339	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC,Low Floor,Biodiesel,Electric	Total	\$1,061,227				\$1,061,227
				FA	\$902,043				\$902,043

Project ID Sponsor	Funds Approval Level	Project Type	Unit # 00430 Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
Ames Transit Agency (CyRide)				DOT					
10588	5339	Capital	Battery Electric Heavy Duty Bus (40-42 ft.)	Total	\$1,061,227				\$1,061,227
Ames Transit Agency (CyRide)	Submitted		UFRC,Low Floor,Biodiesel,Electric Unit # 00431	FA	\$902,043				\$902,043
				DOT					
10590	5339	Capital	Battery Electric Heavy Duty Bus (40-42 ft.)	Total	\$1,061,227				\$1,061,227
Ames Transit Agency (CyRide)	Submitted		UFRC,Low Floor,Biodiesel,Electric Unit # 00432	FA	\$902,043				\$902,043
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10591 Ames Transit Agency (CyRide)	5339, ICAAP Submitted	Capital	Heavy Duty Bus (40-42 ft.) Unit # 00953	Total	\$545,097				\$545,097
				FA	\$461,958				\$461,958
				DOT					
10592 Ames Transit Agency (CyRide)	5339, ICAAP Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00954	Total	\$545,097				\$545,097
				FA	\$461,958				\$461,958
				DOT					
10593 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00126	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10594 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00127	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10595 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00128	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
10596 Ames Transit Agency (CyRide)	5310, ICAAP Submitted	Capital	Light Duty Low-Floor Bus (176" wb) VSS, Low Floor, Biodiesel Unit # 07654	Total	\$200,680				\$200,680
				FA	\$168,507				\$168,507
				DOT					
10597 Ames Transit Agency (CyRide)	5310 Submitted	Capital	Infotainment Signage for Annunciators	Total	\$56,186				\$56,186
				FA	\$44,949				\$44,949
				DOT					
10598 Ames Transit Agency (CyRide)	PTIG Submitted	Other	Fire Mitigation Building Improvements	Total	\$500,000				\$500,000
				FA					
				DOT	\$400,000				\$400,000
10599 Ames Transit Agency (CyRide)	STP Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, Electric Unit # 00501	Total	\$281,250				\$281,250
				FA	\$225,000				\$225,000
				DOT					
10600 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 09070	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
914	5307, STA Submitted	Operations	General Operations	Total	\$14,949,684	\$15,547,671	\$16,119,578	\$16,764,361	\$63,381,294
				FA	\$4,226,994	\$4,500,000	\$4,500,000	\$4,500,000	\$17,726,994

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
Ames Transit Agency (CyRide)				DOT	\$1,027,333	\$1,068,426	\$1,111,163	\$1,155,609	\$4,362,531
919 Ames Transit Agency (CyRide)	5310 Submitted	Other	Contracted Paratransit Service	Total	\$280,000	\$375,000	\$375,000	\$375,000	\$1,405,000
				FA	\$224,000	\$300,000	\$300,000	\$300,000	\$1,124,000
				DOT					
920 Ames Transit Agency (CyRide)	5310 Submitted	Capital	Associated Transit Improvements	Total	\$70,000	\$70,000	\$70,000	\$70,000	\$280,000
				FA	\$56,000	\$56,000	\$56,000	\$56,000	\$224,000
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
6012 Ames Transit Agency (CyRide)	5310 Submitted	Operations	Annunciator Annual Service Fees	Total	\$124,016	\$128,976	\$134,135	\$139,500	\$526,627
				FA	\$99,213	\$103,181	\$107,308	\$111,600	\$421,302
				DOT					
3314 Ames Transit Agency (CyRide)	5339 Submitted	Operations	Maintenance Facility Expansion	Total		\$13,500,000			\$13,500,000
				FA		\$10,800,000			\$10,800,000
				DOT					

### **8.3 FFY 2024 Transit Project Justifications**

#### **General Operations (5307/STA)**

This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area formula apportionment, Small Transit Intensive Cities (STIC), and State Transit Assistance (STA) funding.

#### **Infotainment LED signage (5310)**

Bus drivers must comply with the Americans with Disability Act (ADA) laws and manually announce major transit locations along transit routes along with any stops the public request. In the fall 2019, CyRide integrated automated vehicle annunciator (AVA) system synced with voice annunciators (audible announcements only) to help keep all passengers, disability or not, better informed of where the bus is located along the bus route(s). This system was in response to a request from Iowa State University's Alliance for Disability Awareness group which communicated their desire to have more bus stops announced throughout the Ames' community. CyRide then added visual LED signage within each bus to deploy visual signage within each bus mirroring the LED audible stop announcements. The bigger infotainment LED signage allows more information to be displayed for this visual signage while also allowing advertising on these vehicles. This project, which is over and beyond ADA, will be implemented over a multiyear period until the fleet is fully equipped with this signage.

#### **Annunciator Annual Service Fees (5310)**

CyRide plans to utilize portions of its elderly & disabled funding towards its annual service fees for the automatic annunciator system including automatic vehicle location base system to ensure compliance with its ADA announcement requirements. This is a non-traditional project but will allow compliance with the ADA law and improve awareness of where the bus is within the community for passenger's knowledge.

#### **Contracted Paratransit Service (5310)**

According to Federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation services within a  $\frac{3}{4}$  mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride service operation in order to meet this American Disability Act (ADA) requirement. This service has been expanded to provide services beyond ADA to the entire city limits of Ames.

#### **Associated Transit Improvements (5310)**

CyRide Bus Stop Plan recommends bus stop amenities along the fixed-route system route corridors where high transit demand is required. From the prioritization of recommended stop improvements, CyRide will systematically replace its brown colored bus shelters throughout the system with a newly

designed solar powered bus shelter to improve the accessibility for patrons and improve CyRide's image throughout the Ames community.

#### **Light Duty Bus Replacement (5310, 5339)**

Two light duty 176" wheelbase buses have exceeded FTA guidelines for useful life. Bus numbers are: 00390 and 00391. These units will be replaced with light duty 176" wheelbase low-floor buses, equipped with cameras. These replacement vehicles will be ADA accessible.

#### **Light Duty Bus Replacement (5310, ICAAP)**

One light duty 176" wheelbase bus leased to HIRTA for CyRide's Dial-A-Ride service has exceeded FTA guidelines for useful life. Bus number of this unit is #07654. This unit will be replaced with light duty 176" wheelbase low-floor bus, equipped with cameras. This replacement vehicle will be ADA accessible.

#### **Heavy Duty Forty-Foot Bus Replacement (5339)**

Twenty-six large forty-foot buses have exceeded FTA guidelines for useful life. Buses are identified as: 09070, 09071, 09072, 09073, 09074, 09075, 09076, 09077, 00504, 00186, 00187, 00188, 00189, 00418, 00419, 00420, 00421, 00422, 00423, 00424, 00425, 00126, 00127, 00128, 00953, 00954. These units, if ranked high enough within the state's PTMS process, will be replaced with 40' heavy-duty low-floor buses. These replacement vehicles will all be ADA accessible.

#### **Heavy Duty Battery Electric Bus Replacement (STBG)**

Recently, CyRide added two battery electric buses to its bus fleet, with another five to be procured over the next few years. The goal is to have seventeen battery-electric buses total within its fleet operating throughout the system. CyRide will add Surface Transportation Block Grant (STBG) funding to an already approved contract to upgrade a replacement of a 40-foot standard heavy-duty bus (federally funded with either 5307, CMAQ or 5339) to a 40-foot battery electric bus. Battery electric buses are now estimated to cost \$1,061,000 to purchase; therefore, it may take two years of STBG funding through the AAMPO to upgrade one standard heavy-duty 40' bus. The forty-foot bus specifically identified to be replaced and upgraded to a battery electric bus in 2024 through a federal award is 00501. CyRide allocated its own 5307 formula funding grant in 2021 for battery electric bus purchases. Bus costs have increased dramatically since the beginning of the pandemic therefore additional funding is needed to complete this procurement. The Ames Area Metropolitan Planning Organization has approved funding at \$225,000 federal for FY2024 for this upgrade.

#### **Heavy Duty Forty-Foot Battery Electric Bus Replacement (5339, 5307)**

Four large diesel forty-foot diesel buses have exceeded FTA guidelines for useful life and will be replaced with battery electric buses. This request will be made in future years within discretionary grant applications. Bus numbers are: 00429, 00430, 00431, and 00432. If funded, this will further CyRide's efforts throughout the Ames community making it even more sustainable. All battery electric buses will be ADA accessible.

### **Fire Mitigation Building Improvements (PTIG)**

CyRide is requesting funding for phase one of fire mitigation building improvement project to be added within lanes 1 & 2 of the facility to mitigate and help contain any fires that might occur with battery electric buses parked in this area. Lanes 1 & 2 were originally built in 2005, over 18 years ago. The overall goal of this project will be to mitigate any electric fires from bus batteries spreading throughout the rest of CyRide's facility. This project includes the following improvements within lanes 1 and 2 of CyRide's facility:

- Change the existing 0.2 density sprinkler system to a 0.4 density system by upsizing the existing water pipes to provide increased water supply
- Upgrade the existing K8 sprinkler heads to K11.2 sprinkler heads to accommodate increased water flow that a 0.4 density system requires. This phase 1 request for PTIG funding will support sprinkler replacement for one-third of lanes 1 and 2. CyRide intends to request a phase 2 project next year for the other two-thirds of these lanes as CyRide plans to purchase additional BEB's parked in this area of the facility.
- Provide a new connection to the City of Ames water main to support expanded flow rates of the new sprinklers allowing future expansion of the sprinkler system.
- Add a 3-hour coiling garage fire door at the west entrance of lanes one and two that will automatically deploy/close when fire is detected in these lanes.
- Replace existing rated hollow metal person doors with 3-hour doors to mitigate any fires from spreading throughout the facility.

### **Maintenance Facility Expansion (5339)**

CyRide will be requesting earmark funding to expand its current bus storage facility to house up to fourteen buses currently parked outside under cover. Parking buses outside the facility is contrary to CyRide's lease with Iowa State University which states that all vehicles must be parked inside. Construction of additional bus storage is needed at this time to keep its large vehicles in a state of good repair throughout the year and extend their useful life (FTA defines this at 12 years) to the maximum extent possible (20+ years) when CyRide typically attains critical funding for replacement.

## 9 - Changing an Approved TIP

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Often after development and subsequent adoption of the TIP, changes may need to be made to the list of programmed projects. Examples of changes might be adding or deleting projects, moving a project between years in the TIP, adjusting project cost, or changing the vehicle numbers of transit vehicles.

A major requirement of a project receiving Federal transportation funds is for the project to be included in the TIP and Statewide Transportation Improvement Program (STIP). Once a project has received Federal Authorization for construction it does not need to be included in the TIP. This is one of two major reasons for adding or deleting a project from the TIP. The other major reason for adding a project is the awarding of a grant for a project, which can happen throughout the year.

Changes to the TIP are classified as either **amendments** or **administrative modifications** and are subject to different AAMPO Transportation Policy Committee and public review procedures.

### 9.1 Amendments

Amendments are major changes that may involve the following:

Project Cost: Projects in which the recalculated project costs increase Federal aid by more than 30 percent or increase the Federal aid by more than \$2 million from the original amount.

Schedule Changes: Projects added or deleted from the TIP.

Funding Source: Projects receiving additional Federal funding sources.

Scope Changes: Changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Amendments are presented to the Transportation Policy Committee and a public comment period is opened, which continues until the next policy committee meeting. The Transportation Policy Committee meets on an as needed basis, providing a 3–4-week public comment period for amendments. Public comments are shared with the Transportation Policy Committee and action is taken on the amendment.

### 9.2 Administrative Modifications

Administrative modifications are minor changes that may involve the following:

Project Cost: Projects in which the recalculated project costs do not increase Federal aid by more than 30 percent or does not increase the Federal aid by more than \$2 million from the original amount.

Schedule Changes: Changes in schedule for projects included in the first four years of the TIP.

Funding Source: Changing funding from one source to another.



Scope Changes: Any changes to the scope require an amendment and cannot be approved through an administrative modification.

Administrative modifications are processed internally and are shared with the Transportation Policy Committee, the public, and AAMPO stakeholders as information items.

## Appendix A – Resolution of Adoption

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[INSERT RESOLUTION OF ADOPTION HERE]

## Appendix B – Self-Certification of Planning Activities

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### AMES AREA METROPOLITAN PLANNING ORGANIZATION ANNUAL SELF-CERTIFICATION


In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION and the Ames Area Metropolitan Planning Organization for the Ames, Iowa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38, and USDOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101);
- (9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:



John Haila, Chair  
Transportation Policy Committee



Date

## Appendix C – List of Federal and State Funding Programs

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### Federal Funding Sources

Projects identified in TIPs utilize, or are based upon, several different sources of federal funding. The primary sources of FHWA funding to Iowa, which are in part used to fund local efforts, include:

- **Bridge Formula Program (BFP).** The BFP provides funding dedicated to replace, rehabilitate, preserve, protect, and construct highway bridges. BFP funds are apportioned to states on a formula basis. A significant portion of Iowa's BFP funds will be utilized to implement bridge construction projects in Iowa's cities and counties through the DOT's City Bridge Program and by directly targeting BFP funds to Iowa's 99 counties.
- **Carbon Reduction Program (CRP).** CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. A portion of this funding will be awarded to MPOs but not RPAs. CRP references in this document apply only to MPOs.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).** CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.
- **Discretionary Grants (GRNT).** The FHWA administers discretionary grant programs through various offices representing special funding categories. Examples of discretionary grant awards include awards from programs including Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Nationally Significant Multimodal Freight and Highway Projects (INFRA), National Infrastructure Project Assistance Program (MEGA), and Rural Surface Transportation Grant Program among others.
- **Earmark (ERMK).** Projects with funding identified directly in federal Authorization or Appropriations bills are considered earmark funds. The projects are funded with money set aside for Community Project Funding/Congressionally Directed Funding and awarded by members of Congress.
- **Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP).** The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian

lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

- **Highway Safety Improvement Program (HSIP).** This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk roads and railway-highway crossings.
- **Metropolitan Planning Program (PL).** FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning efforts in urbanized areas with a population of 50,000 or greater. For programming purposes MPOs should program only the new PL target provided by the Systems Planning Bureau. Any carryover funds identified by Systems Planning need not be added to, or subtracted from, the PL target.
- **National Highway Freight Program (NHFP).** NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements. Ten percent of NHFP funds will be targeted towards non-DOT sponsored projects.
- **National Highway Performance Program (NHPP).** NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.
- **State Planning and Research (SPR).** SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.
- **Surface Transportation Block Grant Program (STBG).** This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may be utilized on:
  - Roadway projects on federal-aid routes
  - Bridge projects on any public road
  - Transit capital improvements
  - TAP eligible activities
  - Planning activities

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. RPA STBG funds awarded to cities are eligible to be swapped for state Primary Road Funds.

- **Transportation Alternatives Setaside Program (TAP).** This program is a setaside from the STBG program. The TAP program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others.

Iowa targets TAP funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. All projects programmed with TAP funds are required to be verified by the Systems Planning Bureau to ensure compatibility with TAP eligibility.

### Iowa DOT-Administered Grant Program Funding Sources

In addition to the federal funding sources listed above, the Iowa DOT administers several grant programs that are funded, in part, with the federal sources identified above. Projects awarded grant funding must be documented in the region's TIP. These grant awards are distributed through an application process. State administered grant programs include:

- **City Bridge Program.** A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Local Systems Bureau with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1,500,000.
- **Highway Safety Improvement Program – Local (HSIP-Local).** This program is funded using a portion of Iowa's Highway Safety Improvement Program apportionment and funds safety projects on rural roadways. Federal HSIP funding targeted towards these local projects is swapped for Primary Road Fund dollars.
- **Iowa Clean Air Attainment Program (ICAAP).** The ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program utilizes \$4 million of Iowa's CMAQ apportionment.
- **Recreational Trails Program.** This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa's TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.

- **Statewide Transportation Alternatives Program.** This program makes available federal TAP funds to locally sponsored projects that expand travel choices and improve the motorized and nonmotorized transportation experience.

## Federal and State Transit Funding Programs

Like the FHWA programs listed above, the transit funding authorized by the BIL is managed in several ways. The largest amount is distributed, by formula, to states and large metropolitan areas. Other program funds are discretionary, and some are earmarked for specific projects. Program funds include:

- **Metropolitan Transportation Planning program (Section 5303 and 5305).** FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.
- **Statewide Transportation Planning program (Section 5304 and 5305).** These funds come to the state based on population and are used to support transportation planning projects in nonurbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.
- **Urbanized Area Formula Grants program (Section 5307).** FTA provides transit operating, planning and capital assistance funds directly to local recipients in urbanized areas with populations over 50,000. Assistance amounts are based on population and density figures and transit performance factors for larger areas. Local recipients must apply directly to the FTA.
- **Bus and Bus Facilities Program (Section 5339).** This funding source is split into three categories: formula, discretionary, and low or no emission vehicle projects. The formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program and projects are selected through the PTMS process. The discretionary bus and bus facilities grant program, or 5339(b), is a competitive grant program. Iowa DOT typically submits a statewide application on behalf of Iowa public transit agencies and uses the vehicle replacement list generated by the PTMS rankings as the basis for the project submitted. The low or no mission vehicle program, 5339(c), provides funding for alternative power or fuel vehicles and/or facilities. Iowa DOT will submit an application for transit agencies interested in those technologies. For the 5339(b) and 5339(c) programs, larger public transit agencies serving populations over 50,000 can apply directly to FTA if they desire.
- **Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).** Funding is provided through this program to increase mobility for the elderly

and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.

- **Formula Grants for Rural Areas (Section 5311).** This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are combined with the rural portion of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year. Note, CyRide is not eligible for this funding.
- **Rural Transit Assistance Program (RTAP) (Section 5311(b)(3)).** This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners. Note, CyRide is not eligible for this funding.
- **FHWA Flexible funds.** Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and startup operating assistance is an eligible use of CMAQ/ICAAP funds. When CMAQ/ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The CMAQ/ICAAP funds are administered by the Iowa DOT's Public Transit team. STBG funds for small urban and regional transit systems are also administered the Public Transit team.
- **State Transit Assistance (STA).** All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year.
  - **STA Fellowship Program.** Each year \$125,000 is set aside from the total STA funds to provide large urban transit systems not eligible for RTAP funding with fellowships to attend transit training conferences and seminars or to purchase transit-related training materials.
    - **STA Special Projects.** The Iowa DOT sets aside approximately \$175,000 annually from the State Transit Assistance (STA) fund for Special Projects. Special Projects are extraordinary, emergency, or innovative in nature. Grants can include projects which support transit services developed in conjunction with human service agencies or local community partners or statewide projects to improve public transit in Iowa. Projects are intended to assist with start-up of new services that have been identified



as needs by health, employment or human service agencies or other community partners. Statewide projects may be used on transit marketing and projects exploring new transit technologies. Applications are available to public transit agencies through the BlackCat software.

- **Public Transit Infrastructure Grant Fund (PTIG).** This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component. Project applications are due the first business day of May each year through the BlackCat software.

# Appendix D – STBG Application Form



## AMES AREA METROPOLITAN PLANNING ORGANIZATION SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) APPLICATION

### General Information

MPO: Ames Area MPO e-mail: \_\_\_\_\_

Sponsor/Applicant Agency: \_\_\_\_\_

Contact Person (Name & Title): \_\_\_\_\_

Complete Mailing Address: \_\_\_\_\_  
Street Address and/or Box No.

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Daytime Phone \_\_\_\_\_

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: \_\_\_\_\_ e-mail: \_\_\_\_\_

Contact Person (Name & Title): \_\_\_\_\_

Complete Mailing Address: \_\_\_\_\_  
Street Address and/or Box No.

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Daytime Phone \_\_\_\_\_

### Project Information

Project Title: \_\_\_\_\_

Project Description (including length if applicable) required: \_\_\_\_\_

Project in Long Range Transportation Plan?:  Yes  No If Yes, LRTP ID: \_\_\_\_\_

If this project includes land acquisition, how many acres? \_\_\_\_\_

### Project Category Check all boxes that apply to indicate the categories that best describe your project.

- |  |   |
|--|---|
| <input type="checkbox"/> <b>Preserve or improve conditions and performance on:</b> | <input type="checkbox"/> Facilities for nonmotorized transportation |
| <input type="checkbox"/> Any federal-aid highway                                   | <input type="checkbox"/> Transit capital projects                   |
| <input type="checkbox"/> Bridges on any public road                                | <input type="checkbox"/> Public bus terminals and facilities        |

### Estimated Project Costs

Land Cost	\$	_____
Preliminary Design / Engineering	\$	_____
Utility Relocation	\$	_____
Construction Engineering	\$	_____
Construction Cost	\$	_____
In-Kind Cost	\$	_____
Indirect Cost (if applicable)	\$	_____
Other (please specify) _____	\$	_____
<b>Total Cost</b>	\$	_____
STBG Fund Request	\$	_____
Applicant Match (20% Minimum)	\$	_____



	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.			
2.			
3.			

Are any state funds involved in this project?  Yes  No

If yes, please explain the source and conditions \_\_\_\_\_

Are any other federal funds involved in this project?  Yes  No

If yes, please explain the source and conditions \_\_\_\_\_

Will this project be open to the public?  Yes  No

**Estimated Project Development Schedule**

Design	Start Date	_____	Completion Date	_____
Land Acquisition	Start Date	_____	Completion Date	_____
Construction	Start Date	_____	Completion Date	_____
Noninfrastructure	Start Date	_____	Completion Date	_____

Has any part of this project been started?  Yes  No

If yes, explain: \_\_\_\_\_

**Documentation and Narrative Information**

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative write the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Surface Transportation Program projects must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. Assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received.
- B. A DETAILED MAP identifying the location of the project.
- C. A SKETCH-PLAN of the project, including cross sections of roadways.
- G. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.



The award of STBG funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

**Certification**

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the \_\_\_\_\_

\_\_\_\_\_  
Signature Date

\_\_\_\_\_  
Typed Name and Title Date

Please send one copy of the application with the supportive documentation to:

Ames Area Metropolitan Planning Organization  
515 Clark Avenue  
Ames, Iowa 50010



ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction Costs – these may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost / mile of trail (i.e. \$200,000 per mile for moderate terrain and limited number of structures)
- Typical cost / square foot of bridge deck
- Typical cost / traffic signal upgrade (i.e. \$163,000 per lump sum signal bid item)
- Typical cost / lineal foot of sidewalk

Design / Inspection Costs – these may be estimated based on the following typical percentages of construction costs:

- 8-10% for preliminary up through final design and letting activities
- 12-15% for construction inspection activities

Right-of-way Acquisition Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / square foot for permanent right-of-way
- Typical cost / square foot for temporary easements

Utility and Railroad Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / linear foot of relocated or reconstructed facility (track, pipe, electrical lines, etc.)
- Typical cost / installation (RR switches, utility poles, transformers, control boxes, etc.)

Indirect Costs – if indirect costs are involved, e.g., wages:

- Estimated hours
- Estimated hourly rate, salary
- Estimated fringe, direct
- Other direct cost estimate
- Other indirect cost estimate

## Appendix E – Public Comments

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[INSERT PUBLIC COMMENTS RECEIVED ON THE DRAFT TIP HERE]

## Appendix F – Sponsor Requests for Project Modifications

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Request from the City of Ames to modify the project limits of the Lincoln Way Pavement Improvement Project (TPMS ID: 45233) when rolling over the project from FFY 2023 to FFY 2024:



*Smart Choice*

May 2<sup>nd</sup>, 2023

**2022/23 CyRide Route Pavement Improvement Program:  
Lincoln Way STP-U-0155(711)—27-85**

Ames Area MPO,

I would like to request a modification to the project limits of the 2022/23 CyRide Route Pavement Improvements (Lincoln Way) project number **STP-U-0155(711)—27-85**. The current limits of the project are stated as, In the city of Ames, on Lincoln Way, from Dotson Dr to S Franklin Ave. The new project limits would be, In the city of Ames, on Lincoln Way, from Beetle/Hickory Dr Ave to Franklin Ave. This modification to the project limits is to expand the project further east and west to replace deteriorating pavement. Please see the attached location map showing the new requested project limits.

Thank you,

Sincerely,

A handwritten signature in blue ink that reads 'Dean Sayre'.

Dean Sayre, PE.  
Civil Engineer II  
City of Ames

Request from the City of Ames to remove the Cherry Avenue Roadway Extension Project (TPMS ID: 36919) from the TIP and forfeit the allocated \$1,890,000 in regional STBG funding which was dedicated to the project for use in FFY 2023:



Smart Choice

May 9<sup>th</sup>, 2023

**2024/25 ARTERIAL STREET PAVEMENT IMPROVEMENTS  
HYLAND AVE – (LINCOLN WAY TO ONTARIO)**

Ames Area MPO,

The city is requesting reallocating funding from Cherry Avenue Extension project to 2024/25 Arterial Street Pavement Improvements – Hyland Ave (Lincoln Way to Ontario St.). City has performed a traffic study with detailed modelling for the Cherry Street extension project. The study found that the project provides little to no benefit in level of service and vehicle delay for current and 2045 projected traffic operations for the Lincoln Way and Duff Avenue intersection. In fact, the study found that the project will have negative impacts on traffic operations of S. 3rd and S. 5th Streets. When future development in the areas east of Wal-Mart and Target is included with the project, the study shows a decrease in level of service and a significant increase in delay for intersections in the area.

The Cherry Street connection itself will be reevaluated during the upcoming AAMPO LRTP (now Metropolitan Transportation Plan) later this year. Overall, this approach will allow for the most effective use of funds while still allowing the Cherry Street extension to be considered in the future if conditions change and a project is warranted.

The current pavement management data and field observations indicate that Hyland Ave. is in need of having the rehabilitation accelerated to prevent ongoing pavement degradation. Therefore, the reallocation of \$1,890,000 of AAMPO grant funds along with \$735,000 G.O. Bonds from the Cherry Avenue project will allow us to move ahead with the completion of the Hyland Ave. rehabilitation project.

Sincerely,

Hafiz Ibrahim, PE.  
Civil Engineer II  
City of Ames





# AMES AREA METROPOLITAN PLANNING ORGANIZATION SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) APPLICATION

## General Information

MPO: Ames Area MPO e-mail: Abdelhafiz.ibrahim@cityofames.org

Sponsor/Applicant Agency: City of Ames

Contact Person (Name & Title): Hafiz Ibrahim, Civil Engineering II

Complete Mailing Address: 515 Clark Avenue  
Street Address and/or Box No.

<u>Ames</u>	<u>IA</u>	<u>50010</u>	<u>515-239-5245</u>
City	State	Zip	Daytime Phone

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. (Attach an additional page if more than two agencies are involved.)

Applicant Agency: \_\_\_\_\_ e-mail: \_\_\_\_\_

Contact Person (Name & Title): \_\_\_\_\_

Complete Mailing Address: \_\_\_\_\_  
Street Address and/or Box No.

_____	_____	_____	_____
City	State	Zip	Daytime Phone

## Project Information

Project Title: 2024/25 ARTERIAL STREET Pavement Improvements (HYLAND AVE: LINCOLN WAY - ONTARIO)

Project Description (including length if applicable) required: Reconstruction/Rehabilitation of Hyland Ave from Lincoln Way to Ontario.

Project in Long Range Transportation Plan?:  Yes  No If Yes, LRTP ID: \_\_\_\_\_

If this project includes land acquisition, how many acres? No

## Project Category Check all boxes that apply to indicate the categories that best describe your project.

- |  |  |
|--|--|
| <input type="checkbox"/> <b>Preserve or improve conditions and performance on:</b> | <input checked="" type="checkbox"/> Facilities for nonmotorized transportation |
| <input checked="" type="checkbox"/> Any federal-aid highway                        | <input type="checkbox"/> Transit capital projects                              |
| <input type="checkbox"/> Bridges on any public road                                | <input type="checkbox"/> Public bus terminals and facilities                   |

## Estimated Project Costs

Land Cost	\$	_____
Preliminary Design / Engineering	\$	_____
Utility Relocation	\$	_____
Construction Engineering	\$	_____
Construction Cost	\$	<u>2,362,500</u>
In-Kind Cost	\$	_____
Indirect Cost (if applicable)	\$	_____
Other (please specify) _____	\$	_____
<b>Total Cost</b>	\$	<u><u>2,362,500</u></u>
STBG Fund Request	\$	<u>1,890,000</u>
Applicant Match (20% Minimum)	\$	<u>472,500</u>

	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.	General Obligation Bonds	472,500	08/01/2020
2.			
3.			

Are any state funds involved in this project?     Yes     No

If yes, please explain the source and conditions \_\_\_\_\_

Are any other federal funds involved in this project?     Yes     No

If yes, please explain the source and conditions \_\_\_\_\_

Will this project be open to the public?     Yes     No

**Estimated Project Development Schedule**

Design	Start Date	10/23/23	Completion Date	12/01/2024
Land Acquisition	Start Date		Completion Date	
Construction	Start Date	04/01/2025	Completion Date	08/23/2025
Noninfrastructure	Start Date		Completion Date	

Has any part of this project been started?     Yes     No

If yes, explain: \_\_\_\_\_

**Documentation and Narrative Information**

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative write the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Surface Transportation Program projects must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. Assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received.
- B. A DETAILED MAP identifying the location of the project.
- C. A SKETCH-PLAN of the project, including cross sections of roadways.
- G. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

The award of STBG funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

**Certification**

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of Ames

  
Signature

3/29/2023  
Date

Hafiz Ibrahim, Civil Engineer II  
Typed Name and Title

3/29/2023  
Date

Please send one copy of the application with the supportive documentation to:

Ames Area Metropolitan Planning Organization  
515 Clark Avenue  
Ames, Iowa 50010



## ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction Costs – these may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost / mile of trail (i.e. \$200,000 per mile for moderate terrain and limited number of structures)
- Typical cost / square foot of bridge deck
- Typical cost / traffic signal upgrade (i.e. \$163,000 per lump sum signal bid item)
- Typical cost / lineal foot of sidewalk

Design / Inspection Costs – these may be estimated based on the following typical percentages of construction costs:

- 8-10% for preliminary up through final design and letting activities
- 12-15% for construction inspection activities

Right-of-way Acquisition Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / square foot for permanent right-of-way
- Typical cost / square foot for temporary easements

Utility and Railroad Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / linear foot of relocated or reconstructed facility (track, pipe, electrical lines, etc.)
- Typical cost / installation (RR switches, utility poles, transformers, control boxes, etc.)

Indirect Costs -- if indirect costs are involved, e.g., wages:

- Estimated hours
- Estimated hourly rate, salary
- Estimated fringe, direct
- Other direct cost estimate
- Other indirect cost estimate

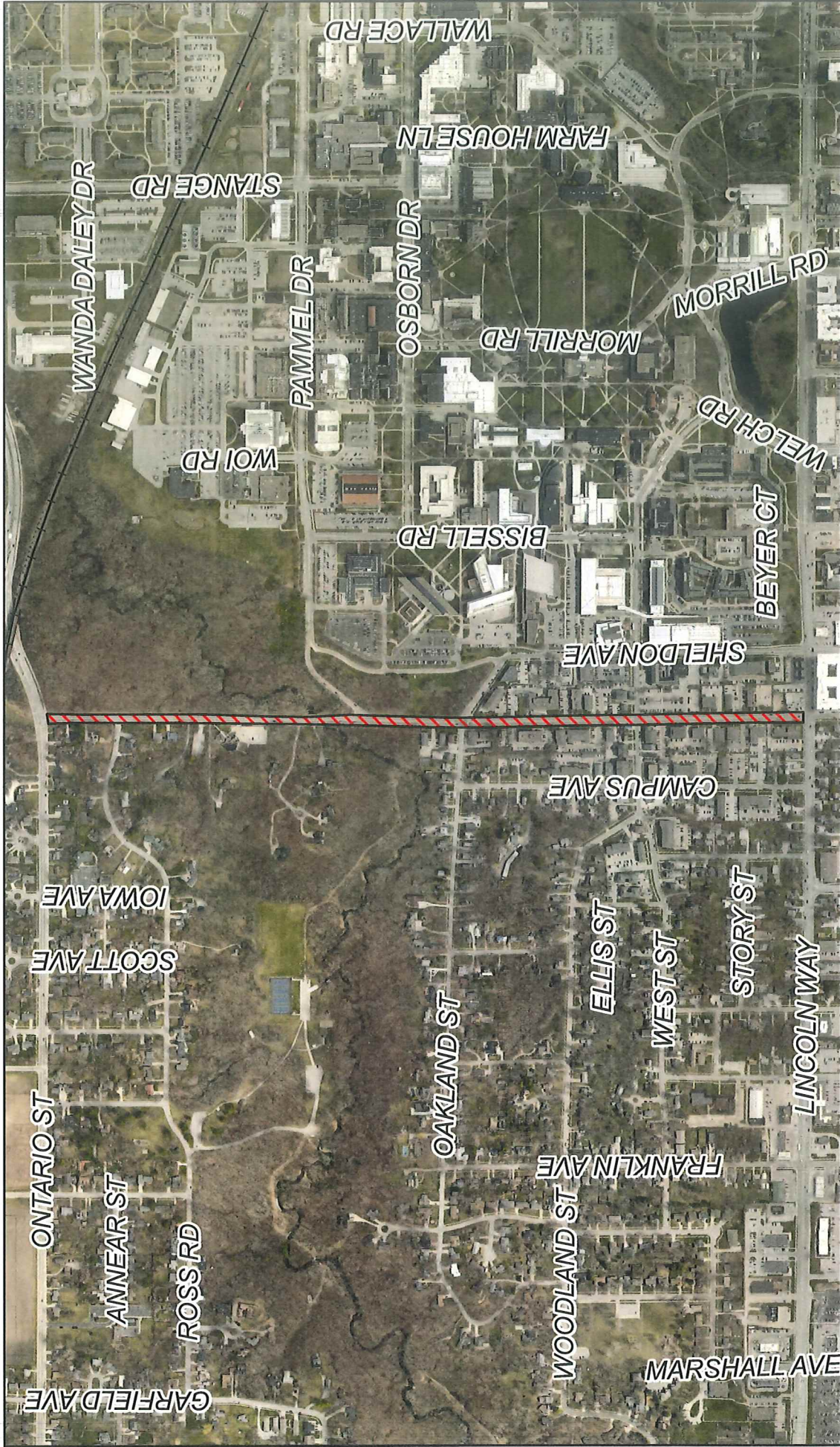
### **Hyland Ave – Lincoln Way to Ontario ST.**

The street is beyond the point of using routine maintenance activities to extend the service life of the pavement for an extended period; therefore, the necessary treatment is full depth pavement removal and replacement and HMA Overlay. These pavement improvements are needed to restore the structural integrity, serviceability and rideability of this street, ultimately impacting the residents and visitors of the Ames metropolitan area. Improving this street will reduce maintenance costs thus allowing for additional and earlier maintenance to occur to the remaining street network.



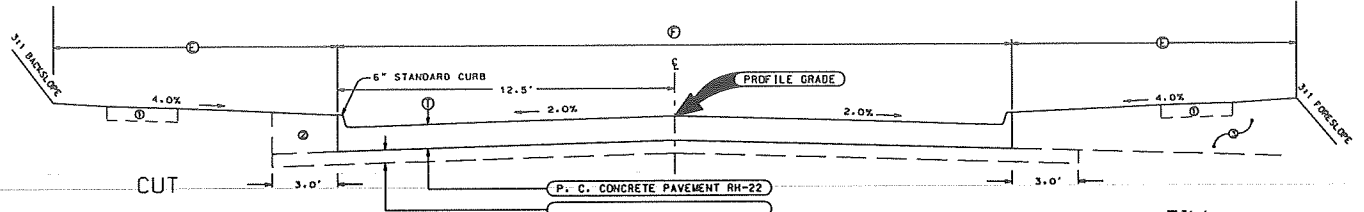


# 2024/25 Arterial Street Pavement Improvements



Project Location

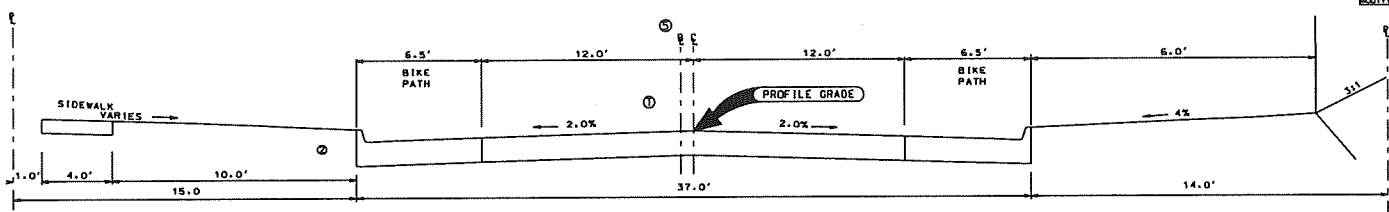
Hyland Ave: Lincoln Way to Ontario St.



TYPICAL CROSS SECTION  
25' BACK TO BACK ROADWAY WITH CURBS

Notes:  
Normal sections shown may be appropriately modified for areas specifically designated by the engineer such as intersections or super-elevated curves.  
Refer to other drawings for details of shoulder design and construction.

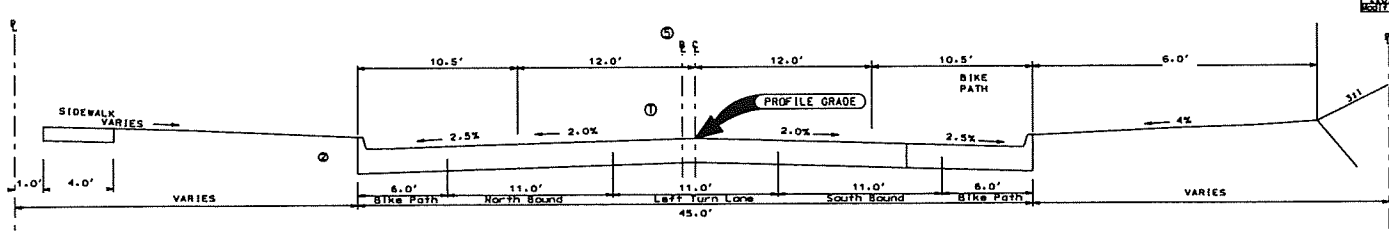
- ① Refer to other drawings for details of shoulder and possible sidewalk construction.
- ② Excavate and backfill 3.0'
- ③ Backfill



TYPICAL CROSS SECTION  
2 LANE ROADWAY WITH BIKE PATH

Notes:  
Normal sections shown may be appropriately modified for areas specifically designated by the engineer such as intersections or super-elevated curves.  
Refer to other drawings for details of shoulder design and construction.

- ① Refer to other drawings for details of shoulder and possible sidewalk construction.
- ② Excavate and backfill 3.0'
- ③ Backfill
- ④ 6" Standard Curb
- ⑤ Refer to Sheet 0.81



TYPICAL CROSS SECTION  
3 LANE ROADWAY WITH BIKE PATH

Notes:  
Normal sections shown may be appropriately modified for areas specifically designated by the engineer such as intersections or super-elevated curves.  
Refer to other drawings for details of shoulder design and construction.

- ① Refer to other drawings for details of shoulder and possible sidewalk construction.
- ② Excavate and backfill 3.0'
- ③ Backfill
- ④ 6" Standard Curb
- ⑤ Refer to Sheet 0.81





## AMES AREA METROPOLITAN PLANNING ORGANIZATION SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) APPLICATION

### General Information

MPO: Ames Area MPO e-mail: Dean.sayre@cityofames.org

Sponsor/Applicant Agency: City of Ames

Contact Person (Name & Title): Dean Sayre, Civil Engineer II

Complete Mailing Address: 515 Clark Ave

Street Address and/or Box No.

Ames IA 50010 515-239-5277

City State Zip Daytime Phone

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: \_\_\_\_\_ e-mail: \_\_\_\_\_

Contact Person (Name & Title): \_\_\_\_\_

Complete Mailing Address: \_\_\_\_\_

Street Address and/or Box No.

City State Zip Daytime Phone

### Project Information

Project Title: 2026/27 Arterial Pavement Improvements (E Lincoln Way)

Project Description (including length if applicable) required: Reconstruction of East Lincoln Way from Duff Ave to the South Skunk River.

Project in Long Range Transportation Plan?:  Yes  No If Yes, LRTP ID: \_\_\_\_\_

If this project includes land acquisition, how many acres? No

### Project Category Check all boxes that apply to indicate the categories that best describe your project.

- |  |   |
|--|---|
| <input type="checkbox"/> <b>Preserve or improve conditions and performance on:</b> | <input type="checkbox"/> Facilities for nonmotorized transportation |
| <input checked="" type="checkbox"/> Any federal-aid highway                        | <input type="checkbox"/> Transit capital projects                   |
| <input type="checkbox"/> Bridges on any public road                                | <input type="checkbox"/> Public bus terminals and facilities        |

### Estimated Project Costs

Land Cost	\$	_____
Preliminary Design / Engineering	\$	<u>120,000</u>
Utility Relocation	\$	_____
Construction Engineering	\$	_____
Construction Cost	\$	<u>2,880,000</u>
In-Kind Cost	\$	_____
Indirect Cost (if applicable)	\$	_____
Other (please specify) _____	\$	_____
<b>Total Cost</b>	\$	<u>3,000,000</u>
STBG Fund Request	\$	<u>2,400,000</u>
Applicant Match (20% Minimum)	\$	<u>600,000</u>



	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.	GO Bonds	\$600,000	Approval 26/27 Budget (March 2026)
2.			
3.			

Are any state funds involved in this project?     Yes     No

If yes, please explain the source and conditions \_\_\_\_\_

Are any other federal funds involved in this project?     Yes     No

If yes, please explain the source and conditions \_\_\_\_\_

Will this project be open to the public?     Yes     No

**Estimated Project Development Schedule**

Design	Start Date	_____ 06/01/2026 _____	Completion Date	_____ 11/01/2026 _____
Land Acquisition	Start Date	_____	Completion Date	_____
Construction	Start Date	_____ 05/01/2027 _____	Completion Date	_____ 011/01/2027 _____
Noninfrastructure	Start Date	_____	Completion Date	_____

Has any part of this project been started?     Yes     No

If yes, explain: \_\_\_\_\_

**Documentation and Narrative Information**

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative write the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Surface Transportation Program projects must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. Assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received.
- B. A DETAILED MAP identifying the location of the project.
- C. A SKETCH-PLAN of the project, including cross sections of roadways.
- G. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

The award of STBG funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

**Certification**

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of Ames

*Dean Sayre*

Signature

3/31/2023

Date

Dean Sayre, Civil Engineer II

Typed Name and Title

3/31/2023

Date

Please send one copy of the application with the supportive documentation to:

Ames Area Metropolitan Planning Organization  
515 Clark Avenue  
Ames, Iowa 50010



## ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction Costs – these may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost / mile of trail (i.e. \$200,000 per mile for moderate terrain and limited number of structures)
- Typical cost / square foot of bridge deck
- Typical cost / traffic signal upgrade (i.e. \$200,000 per lump sum signal bid item)
- Typical cost / lineal foot of sidewalk

Design / Inspection Costs – these may be estimated based on the following typical percentages of construction costs:

- 8-10% for preliminary up through final design and letting activities
- 12-15% for construction inspection activities

Right-of-way Acquisition Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / square foot for permanent right-of-way
- Typical cost / square foot for temporary easements

Utility and Railroad Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost / linear foot of relocated or reconstructed facility (track, pipe, electrical lines, etc.)
- Typical cost / installation (RR switches, utility poles, transformers, control boxes, etc.)

Indirect Costs -- if indirect costs are involved, e.g., wages:

- Estimated hours
- Estimated hourly rate, salary
- Estimated fringe, direct
- Other direct cost estimate
- Other indirect cost estimate

### **Justification – E Lincoln Way (Duff Ave to the S Skunk River)**

The street is beyond the point of using routine maintenance activities to extend the service life of the pavement for an extended period; therefore, reconstruction or rehabilitation needs to be considered. East Lincoln Way is vital east/west road for the City of Ames. One of only 2 major city streets that connect to the east side of Ames. East Lincoln Way has an AADT of around 10,000 vehicles a day and is the main connection between the City of Ames and the City of Nevada. Reconstruction treatment would be a full depth pavement removal and replacement. These pavement improvements would restore the structural integrity, serviceability and rideability of this street, ultimately impacting the residents and visitors of the Ames metropolitan area.

A traffic study of E. Lincoln Way (Duff Ave to Skunk River) is planned to be completed in 2025 to evaluate a road diet configuration and lane configuration at the intersection Lincoln Way & Duff Ave. The road diet plan would convert E Lincoln Way from the current four lane section to a three lane section. Existing sidewalk and a shared use path are in place along the entire south side of the proposed project. A road diet would provide more space on the south side of E Lincoln Way where a shared use path could then be constructed in place of existing standard sidewalk. Existing sidewalk is in place along areas of the north side of the project as well. The in-fill of sidewalk along the north side of E Lincoln Way and a connection into the existing shared use path at the South Skunk River bridge will be considered during the design process.

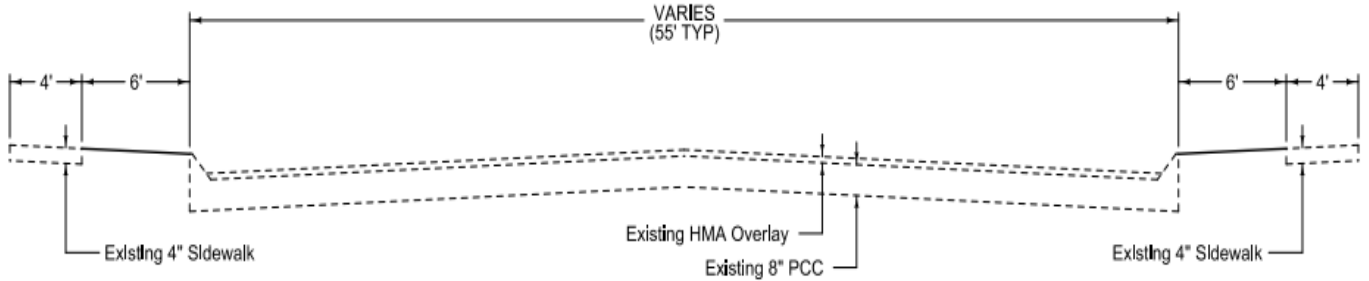
Improving this street will reduce maintenance costs thus allowing for additional and earlier maintenance to occur to the remaining street network. During the design process consideration will also be made for stormwater improvements. Accessibility improvements along the corridor will be incorporated into the project.



**2026/27 Arterial Street Pavement Improvements  
E Lincoln Way (Duff Ave to S Skunk River)**

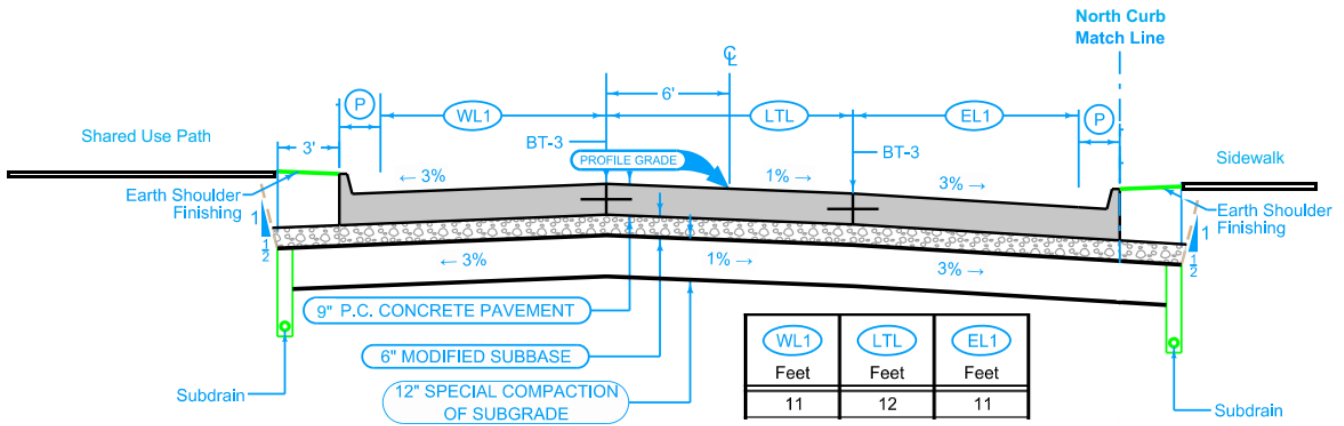


**Sketch Plan and Cross Sections –**



EXISTING TYPICAL SECTION

The existing pavement consist of an existing PCC pavement with an HMA overlay that was placed in 1997.



This is a cross section of a 3 lane section with a center turn lane and would be very similar to what the existing would be replaced with if a full PCC reconstruction is determined to be the best replacement. Potential rehabilitation methods will be considered but may be difficult to implement with the roadway diet conversion.

## **Public Input Process - E Lincoln Way (Duff Ave to the S Skunk River)**

Through the City of Ames Capital Improvements Plan development and public outreach efforts, community members, elected officials and City staff worked together. Public meetings, public hearings, website postings and press releases are issued to notify the public of the opportunity to provide input and comments to City Council and City staff and how they desire to see the street network improved within the Ames area. All adjacent property owners will be contacted directly once design of the project begins, asking for their input on the proposed improvements and how this project will provide betterment for the community they live and work within.

# **FY2027 Surface Transportation Block Grant Program Application**

**Submitted to:**

**AMES AREA METROPOLITAN PLANNING ORGANIZATION**

**By:**

**AMES TRANSIT AGENCY (CYRIDE)  
601 N. University Blvd.  
Ames, Iowa 50010**

**March 31, 2023**





# AMES AREA METROPOLITAN PLANNING ORGANIZATION SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) APPLICATION

## General Information

MPO: Ames Area MPO e-mail: barbara.neal@cyride.com

Sponsor/Applicant Agency: Ames Transit Agency (CyRide)

Contact Person (Name & Title): Barbara Neal, Transit Director

Complete Mailing Address: 601 N. University Blvd.

Street Address and/or Box No.

Ames Iowa 50010 515-239-5565

City State Zip Daytime Phone

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: \_\_\_\_\_ e-mail: \_\_\_\_\_

Contact Person (Name & Title): \_\_\_\_\_

Complete Mailing Address: \_\_\_\_\_

Street Address and/or Box No.

City State Zip Daytime Phone

## Project Information

Project Title: Purchase heavy-duty (HD) 40-foot battery electric fixed route bus

Project Description (including length if applicable) required: The Ames Transit Agency (CyRide) proposes to replace a fixed-route transit bus in FY2027 providing service to residents in the Ames metropolitan service area.

STBG funding could help with the financing of a partial 40' heavy duty transit bus for CyRide or upgrade a standard 40' HD bus to a battery electric 40' HD bus.

Project in Long Range Transportation Plan?:  Yes  No If Yes, LRTP ID: 1 or 9

If this project includes land acquisition, how many acres? n/a

## Project Category Check all boxes that apply to indicate the categories that best describe your project.

- Preserve or improve conditions and performance on:
  - Any federal-aid highway
  - Bridges on any public road
- Facilities for nonmotorized transportation
- Transit capital projects
- Public bus terminals and facilities

## Estimated Project Costs

Land Cost	\$	_____
Preliminary Design / Engineering	\$	_____
Utility Relocation	\$	_____
Construction Engineering	\$	_____
Construction Cost	\$	_____
In-Kind Cost	\$	_____
Indirect Cost (if applicable)	\$	_____
Other (please specify) _____	\$	_____
<b>Total Cost</b>	\$	<u><u>1,061,228</u></u>
STBG Fund Request	\$	<u><u>225,000</u></u>



Applicant Match (20% Minimum) \$ 56,250

	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.	Ames Transit Agency (CyRide)	\$295,802	7/1/2027 (This includes the \$56,250 local match for the STBG.)
2.	Federal Transit Administration (5339, CMAQ/ICAAP, etc.)	540,426	10/1/2027 (anticipated; if this funding does not materialize for base portion of the bus, STBG funding could be added together every two years for a full bus purchase of a 40' HD standard bus.)
3.			

Are any state funds involved in this project?  Yes  No

If yes, please explain the source and conditions \_\_\_\_\_

Are any other federal funds involved in this project?  Yes  No

If yes, please explain the source and conditions The STBG funding may be matched with other federal or state funding (ICAAP, 5339 or other federal discretionary funding) sources to complete the purchase of a bus. Additional federal/state participation will be ascertained closer to FY2027 after allocations for that year have been made.

Will this project be open to the public?  Yes  No

**Estimated Project Development Schedule**

Design	Start Date	_____	Completion Date	_____
Land Acquisition	Start Date	_____	Completion Date	_____
Construction	Start Date	_____	Completion Date	_____
Noninfrastructure	Start Date	<u>October 1, 2027</u>	Completion Date	<u>September 30, 2030</u>

Has any part of this project been started?  Yes  No

If yes, explain: CyRide anticipates that funding will take approximately 1 year to get approved in a transit grant after allocation. Then the procurement process typically takes 12-18 months after the purchase order is issued.

In total, the grant and procurement process will take approximately 3 years before the bus is delivered. Buses replaced will likely be 20+ years of age or nearly twice the recommended age for replacement by FTA.

**Documentation and Narrative Information**

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative write the corresponding letter shown below.

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Surface Transportation Program projects must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. Assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received.
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Representing the Ames Transit Agency



March 31, 2023

Signature

Date

Barbara Neal, Transit Director

March 31, 2023

Typed Name and Title

Date

Please send one copy of the application with the supportive documentation to:

Ames Area Metropolitan Planning Organization  
 515 Clark Avenue  
 Ames, Iowa 50010

# CyRide FY2027 STBG Narrative

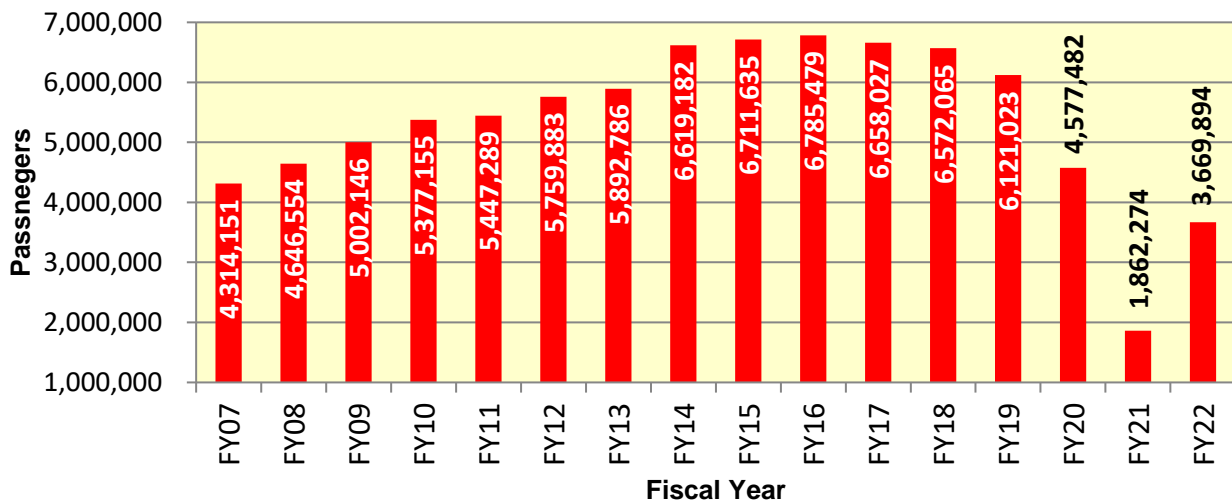
## Proposed CyRide Project for Proposed FY2027 STBG Funding

CyRide is requesting the Ames Area MPO dedicate a portion of the FY2027 Ames STBG funding allocation, \$225,000, for a partial heavy duty large (40-foot) battery electric transit bus. The STBG allocation could also be used for partial funding, approximately half, of a regular heavy-duty large (40-foot) standard bus.

## Background & Existing Conditions

**Ridership:** CyRide’s public transit system is an integral part of the transportation strategy within the Ames community, allowing people *to travel efficiently between their desired destinations, as well as connect to alternative transportation choices throughout the region. Prior to the pandemic*, CyRide served over **6.1 million riders annually transporting approximately 92 trips per capita** ([Ames 2020 Census – 66,552](#)) but transported only 55 trips per capita for 2022 due to ridership impacts from the pandemic. To illustrate how outstanding these figures stands out nationally even with the pandemic impacts, the median ridership density for urbanized areas serving less than 1 million in population nationwide in 2021 is 6.2 trips per capita, whereas the median for transit agencies serving urban areas over 1 million is 28.8. (See FTA’s 2021 National Transit Summary and Trends; page 63; [https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-11/2021%20National%20Transit%20Summaries%20and%20Trends\\_1-1.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-11/2021%20National%20Transit%20Summaries%20and%20Trends_1-1.pdf) ). As illustrated within the NTD data, CyRide well surpasses the average urbanized transit agencies for trips per capita. As detailed below, CyRide experienced a 62% ridership increase from FY2006 to FY2016. Between 2016 and 2019, CyRide’s ridership declined slightly due to a lower student enrollment (less populated Ames’ community) at Iowa State University. Then in 2020, ridership rapidly declined due to the pandemic many residents working or studying from home. Nearly half the Ames population (students) left town in March 2020 for spring break and didn’t return to Ames until August 2020 to resume their studies at Iowa State University. But even though in person classes resumed, many professors opted for remote classes during the FY2021 year too. CyRide is gradually rebuilding ridership back as daily trips to work and in-person classes have to some extent resumed.

## CyRide Annual Passengers



The benefits of public transit go beyond services provided to passengers, as public transit reduces congestion and the need for costly parking ramp infrastructure. Public transit helps the city and university maintain good air quality standards, promote economic opportunities, and drive community growth and revitalization within Ames. The procurement of buses is a substantial public investment, yet essential if CyRide is to provide a safe and efficient service that meets the needs of a growing community.

**Service Level/Fleet Size:** *CyRide currently operates a progressive, seamless transit system with a high service level and frequency rivaling much larger communities* by running 13 fixed routes, 18 hours/day, 7 days a week. Service frequencies on CyRide routes are every 4 – 20 minutes during the busiest times of the day (peak period) and every 30-40 minutes when there is less demand.

CyRide currently operates a total revenue fleet of **85 buses, of which 75 are large, 40' buses, eight are large, 60' articulated buses and 2 are 25' vehicles**. The table below provides a detailed description of CyRide's revenue fleet, of which 48.2% of the vehicles, highlighted in yellow below, are past FTA's recognized useful life (12 years for large buses; 5 years for mini-buses) and due to their age and condition, should be retired from operating daily service. CyRide's current bus fleet age is 11.1 verses a national average fleet age of 7.48 in 2021 ([https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-11/2021%20National%20Transit%20Summaries%20and%20Trends\\_1-1.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-11/2021%20National%20Transit%20Summaries%20and%20Trends_1-1.pdf))

**March 2023 Revenue Bus Fleet Description**

<b># of Buses</b>		<b>Age</b>	<b>Vehicles</b>
2	2000 Gillig	23	#953, 954
2	2001 Gillig Phantom	22	#778, 779
8*	2002 Orion	20	#9070, 9071*, 9072*, 9073*, 9074*, 9075*, 9076*, 9077*
4	2005 Orion	18	#949, 950, 951, 952
4	2006 Orion	17	#501, 502, 503*, 504
4*	2008 Gillig	15	#186*, 187*, 188*, 189*
12*	2010 Gillig Hybrid	13	#418*, 419*, 420*, 421*, 422*, 423*, 424*, 425*, 429*, #430*, 431*, 432*
3*	2010 Gillig	13	#126, 127, 128
6	2012 Gillig	11	#105, 106, 107, 108, 109, 110
5	2012 Gillig	11	#180, 181, 182, 183, 184
2	2012 Nova Articulated	11	#660, 661
2	2012 Glavel	11	#390, 391
6	2015 Gillig	8	#1111, 1112, 1113, 1114, 1115, 1116
4	2016 Nova Articulated	7	#6101, 6102, 6103, 6104
3	2018 Gillig Low-Floor	5	#1136, 1137, 1138
1	2019 Gillig Low-Floor	4	#1139
3	2020 Gillig Low-Floor	3	#1142, 1143, 1144
4	2021 Gillig Low-Floor	2	#1145, 1146, 1147, 1148
1	2021 Nova Articulated	2	#6149
1	2022 Nova Articulated	1	#6150
8	2022 Gillig Low-Floor	1	1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170
<b>85</b>	<b>TOTAL VEHICLES</b>	<b>11.1</b>	

**Notes:** 41 Buses (48%) At OR Beyond FTA Useful Life; 26 Buses\* (30.6%) At or Beyond FTA useful life unfunded; 26 buses (31%) are beyond their Useful Life Benchmark; 11 Buses\* (13%) At or Beyond Useful Life Benchmark remain unfunded.

Furthermore, 26 out of 85 buses (identified in red text) or **31 percent, exceed CyRide’s “useful life benchmark” (ULB) of 15 years for large buses or 8 years for minibuses for CyRide’s performance target for FY2023.** CyRide is still awaiting funding for replacement of 11 of the 26 buses through federal and state grants as marked with an asterisk symbol. Therefore, additional work by CyRide and the AAMPO is needed to reduce these assets’ age.

### **Federal Funding:**

**Operating** – *CyRide currently receives approximately \$4.1 million in Urbanized Area federal apportionment funding under the Infrastructure Investment and Jobs from the 5307 formula dollars plus its Small Transit Intensive Cities allocation.* CyRide’s total operating budget is approximately \$14.9 million and typically applies all its \$4.1 million federal apportionment funding to operating needs, which make grants administratively easier for the FTA. The local community of 66,552 in population contributes approximately \$8,906,082 or approximately 60% of the funding for the remaining operating and capital needs.

**Capital** – *To replace the backlog of 26 buses in CyRide’s fleet that are beyond their useful life and remain unfunded, CyRide would need \$14 million; \$27.6 million if replacing with battery-electric buses.* To keep CyRide’s entire bus fleet in a state of good repair thereafter, ***CyRide should plan to replace approximately 7 buses each year*** (85 buses/12 years). Replacing seven buses annually with 40’ HD diesel buses would cost CyRide approximately \$4.1 million dollars per year (\$591,741 x 7 buses) when adhering to the current FY2024 Iowa DOT Programming Guidance. ***CyRide could move its federal funding to capital replacement for 7 buses annually, but the CyRide funding partners would need to subsidize the entire operational budget at 100% local funding.***

CyRide is also planning on purchasing upgrades to its buses, allowing an additional battery-electric bus to be purchased annually which is higher in cost. The Iowa DOT policies do not currently support the replacement of higher cost vehicles due to the backlog of replacing standard diesel buses throughout Iowa. CyRide has been fortunate to receive federal discretionary funding to begin its battery electric bus fleet. CyRide will receive its two first battery-electric buses in the spring 2023 with another six electric buses funded. It is hoped that STBG funding can continue to support upgrades of standard diesel buses to battery-electric buses moving forward if service efficiencies are not compromised.

Investments in public transit are supported through several planning documents for the Ames community including the City of Ames’ five-year Capital Investment Plan, as well as the Ames Area MPO’s Metropolitan (Long Range) Transportation Plan. These plans illustrate that transit is an important element in the community as it relates to the existing and/or planned transportation facilities for all transportation modes throughout Ames. CyRide’s current STBG projects builds on the momentum of these plans by advocating for consistent annual fleet replacement, which is desperately needed for the 26 buses that are already beyond their useful life.

## STBG Funding Need Justification

**STBG Utilized for Transit Projects throughout Iowa Precedent** - Five Iowa Metropolitan Planning Organizations and Regional Planning Alliances have committed STBG (shown as STP funding within the STIP) funding for transit bus purchases in their area as illustrated in the FY2023 – FY2026 State Transportation Improvement Program ([https://iowadot.gov/program\\_management/stip/2023-2026-STIP-Final.pdf](https://iowadot.gov/program_management/stip/2023-2026-STIP-Final.pdf)). These transit agencies include: Ames, Cedar Rapids, Des Moines DART, Region 11/HIRTA, and MPO-23. As illustrated, there is a precedent for utilizing flex funding (STBG) for transit projects throughout Iowa, even in areas where transit ridership is not as robust as Ames.

This is the eighth year the Ames Transit Agency (CyRide) has requested STBG federal funding from the Ames Area MPO. CyRide is currently behind in bus replacement having 26 buses, or 31.3% of the fleet, unfunded for replacement and beyond their service life. This STBG application supports the transportation network that is needed to efficiently move people daily throughout the community.

**Performance Measures** - The federal government is placing more emphasis on transit agencies, as well as metropolitan planning organizations, to establish performance measures for their transportation modes, including public transit. CyRide has determined its performance measures and performance targets for FY2023-2026 based upon fleet age for the following:

- Rolling Stock: Revenue vehicles (All minibuses, large 40-foot buses and articulated 60-foot buses)
- Equipment: Non-revenue support, service and maintenance vehicles over \$50,000 in acquisition value with an expected life of at least one year (Maintenance/Shop trucks)
- Facilities – Maintenance and administrative facilities, passenger stations and parking facilities (CyRide Administrative/Maintenance Facility, Ames Intermodal Facility)

CyRide developed the following performance targets in October 2022; however, they included replacement of 7 – 2002 Orions to be delivered in 2025 which have now been rescinded to pay for costs shortages of current Iowa transit agency bus subcontracts:

Category	Class	2023 Performance Target	2024	2025	2026	2027
<b>Rolling Stock</b>	40'-60' Buses	27% of fleet exceeds CyRide's ULB of 15 yrs.	16%	23%	22%	37%
	Cutaways	0% of fleet exceeds CyRide's ULB of 8 yrs.	0%	0%	0%	0%
	Minivan	100% of fleet exceeds CyRide's ULB of 8 yrs.	0%	0%	0%	0%
<b>Equipment</b>	Shop Trucks	0% of fleet exceeds CyRide ULB of 10 yrs.	0%	0%	0%	0%
<b>Facilities</b>	Admin./Maint. Facility	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%
	Ames Intermodal Facility	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%

CyRide communicated these measures/targets to the AAMPO and submitted their full TAM Plan in October 2022 which the AAMPO will utilize in future planning documents. ***CyRide's fleet age will become an important measurement for the Ames Area MPO to identify, as well as document, set future targets and rate projects for future funding within future LRTP documents.*** Therefore, lowering or keeping CyRide's fleet age stable from year-to-year would be optimal for the entire community.

**Top Performer** - CyRide dramatically outperforms every other large/small urban transit system in Iowa as evidenced by the table to the right. In fact, many of CyRide’s individual routes exceed other Iowa transit community’s entire transit systems as detailed. With the level of ridership support for transit within the Ames community, financial support by the Ames Area MPO will meet the goal of cost-effective transportation services. CyRide’s #23 Orange Route alone has extremely high ridership and it was recommended by transit consultants that 60’ articulated buses exclusively serve this high capacity route. The AAMPO has already funded the upgrades of standard 40’ large buses to 60’ articulated buses with the help of the AAMPO’s STBG funding. Delivery of CyRide’s 8<sup>th</sup> articulated bus was just received in the summer 2022 and two more, 9<sup>th</sup> and 10<sup>th</sup> articulated buses, were just approved through a FY2021 national discretionary funding award through the Bus & Bus Facilities program. CyRide foresees the delivery of these final articulated buses in FY2024, after which, CyRide can exclusively operate articulated buses on the #23 Orange route as previously recommended by consultants.

City	FY22 Rides
CyRide	3,670,072
Des Moines	2,576,022
Cambus	2,354,624
CyRide #23 Orange Route	985,683
Iowa City	900,123
Cedar Rapids	775,032
Sioux City	627,142
CyRide #1 Red Route	566,628
CyRide #3 Blue Route	405,237
Davenport	389,354
CyRide #25 Gold Route	384,637
Dubuque	334,440
CyRide #11 Cherry Route	280,585
CyRide #21 Cardinal Route	280,343
Coralville	278,916
CyRide #6 Brown Route	255,758
Waterloo	214,013
CyRide #2 Green Route	187,358
Council Bluffs	101,138
Bettendorf	56,941

CyRide’s Transit Board has already begun the commitment to fund battery electric bus technology and infrastructure. CyRide commissioned a study which determined that up to 17 battery electric buses could be incorporated within our garage under the same service we have today. CyRide already has funding to procure 8 BEB’s. CyRide hopes to continue utilizing STBG funding to upgrade 40-foot diesel transit buses to battery electric buses and achieve 17 battery-electric buses within its fleet by 2050, if not sooner.

According to the US Census American Community Survey, 4.1% of Ames residents utilize transit for commuting purposes as opposed to 0.5% throughout the State of Iowa. ([See Commuting Characteristics 2021 American Community Survey 5-Year Estimates](#)). Therefore, a bus funded for the Ames metro area would benefit more individuals throughout the region as CyRide carries substantially more passengers than anyone else within the state.

**Modern Fleet** - Additionally, the following benefits would be realized by CyRide through a more modern, newer and efficient fleet if STBG funding were an additional resource for future FY2027 bus purchases.

1. **Improved Transit Image** – New vehicles make transit service more attractive to current riders, as well as riders completely unfamiliar with the service. A modern looking fleet will alleviate fears that a single-occupant vehicle rider may have as they choose transit for their travel alternative throughout Ames. With a frequent service along many corridors, choosing transit may become a more preferred option for residents travelling throughout Ames, whether for work, school, medical appointments, or social engagements.



2. **Lower Operating Costs** – Newer transit buses average 5.08 miles per gallon to operate, while vehicles in excess of 20 years currently averages 3.53 miles per gallon. The vehicles replaced with STBG funds would be 22+ years of age at the time of replacement; currently, they are 21 years. The cost of operating a newer bus in service compared to a 21-year-old bus could save CyRide an average of \$3,600 (1,377 gallons \* 2.61/gallon) annually per bus.
3. **Lower Emissions** – Lower emissions polluting the air would be realized with less fuel being operated from a new bus as opposed to more fuel being operated in a 20+-year old bus. For every gallon of fuel saved, 9.17 kg of carbon dioxide would be saved equating to 12.6 tons (1,377 gallons fuel \* 9.17 kg CO<sup>2</sup>/1,000) of CO<sup>2</sup> reduced annually.
4. **Increased Service Reliability** – Mechanical breakdowns causing customer delays are significantly reduced with newer vehicles. Additionally, newer buses are easier to start during the cold Iowa winters. As buses age, their service reliability decreases by approximately 39% which is evidenced by less miles between work orders for CyRide’s 2002 Orion fleet versus the newer 2020 Gillig fleet. By keeping a more modern fleet, costly repairs and service interruptions are kept at a minimum.

**STBG Funding Request Based on Iowa DOT Programming Guidance** – CyRide’s estimates that its FY2027 battery electric bus purchase will be approximately \$1,102,150. The Iowa Department of Transportation does not recommend programming guidance for battery electric buses as they do not fund these vehicles per their PTMS policies, but they would fund the base of a standard diesel bus that CyRide could upgrade with STBG funding. CyRide has \$1,102,150 programmed per bus for 40-foot battery electric vehicles beginning in FY2028 within its capital improvement program for the 2027 STBG funding.

**FHWA/FTA Certification Review Recommendation** – Finally, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) recommended within their October 2015 review and report of the Ames Area MPO that both the Ames Area MPO and CyRide explore funding options for the acquisition of “new” revenue vehicles. Specifically, the 2015 Ames Area MPO Planning review report notes, *“CyRide’s current purchase of “used” revenue service vehicles is a short-term fix of a continuing need to serve a growing transit riding population.”* They determined that additional federal funding is needed to sustain transit for the Ames area, which has an expanding riding public.

CyRide will remain diligent and continue looking to alternative sources to assist in financially meeting its goals to maintain a modern, reliable fleet. Future possibilities include notices of funding availability for federal discretionary funding under the competitive programs for Low or No Emission or the Bus & Bus Facilities programs. STBG funds will continue to be an important piece of the funding package that allows CyRide and the Ames Area MPO to immediately begin meeting the Ames metropolitan area’s needs for transit service while helping to maintain a relatively stable fleet age. This effort in lowering CyRide’s fleet age will be documented in the future through the Ames Area MPO’s performance measures.

## B. DETAILED MAP

**Ames Transit Agency (CyRide) System Route Map** - CyRide circulates all its buses on all routes operating throughout the Ames metropolitan area. The exception to this is the articulated buses which are primarily utilized on the #23 Orange Route which carried approximately 1 million passengers annually between Iowa State Center and ISU campus prior to the pandemic. This route is the largest route in the State of Iowa necessitating additional ridership capacity. Overall, CyRide carries the highest number of passengers in Iowa with over 6 million passengers in FY2019 prior to the pandemic – now down to 3.6 million.





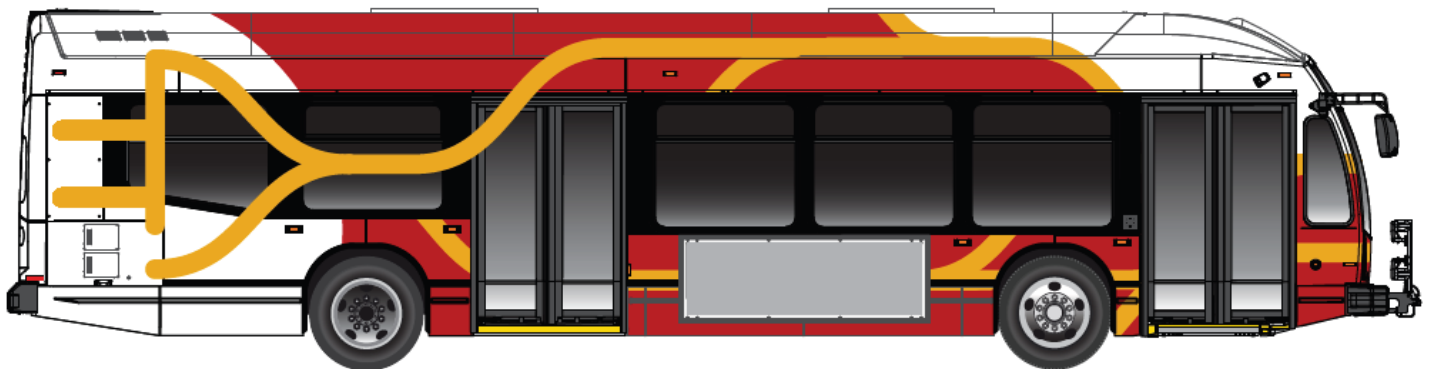
# New CyRide Bus

Below is a photo of CyRide's newer heavy duty 40-foot bus that was placed into service in 2020. CyRide's image improves with the sharp look of newer buses travelling through the Ames community with improved emissions.



# Battery Electric Buses

Below is the future design of CyRide's battery electric bus fleet. CyRide currently has funding available to purchase eight of these type buses for the Ames community. Overall, CyRide envisions that up to 17 battery electric buses may be purchased for CyRide's fleet if federal funding becomes available through discretionary funding. This sustainable vehicle is desired by the CyRide Transit board and the community leadership as well as the Ames community. CyRide anticipates our first two new electric vehicles will be delivered in the spring 2023!



## Public Input Process

CyRide buses circulate throughout the Ames community and therefore, there are not any adjacent property owners as is the case with street-related projects for which this criteria addresses. This narrative request seems to be geared for construction projects such as streets, roads, or sidewalks.

CyRide's public input process for buses is aligned within the Ames Area Metropolitan Planning Organizations' Metropolitan Transportation Plan and local Transportation Improvement Planning public input processes. Both plans contain projects for replacement and expansion of heavy-duty buses, battery electric buses and articulated buses. The public was informed of these potential projects as part of the public participation for these approved plans. If STBG funding was deemed appropriate by the Ames Area MPO, this adjustment is a minor revision of funding type within the TIP/STIP of this critical need.

- **FFY2023-2026 TIP/STIP:** Bus expansion/replacement is identified within all four years of the FFY2023-FY2026 Ames Area Transportation Improvement Program (TIP) (<https://www.cityofames.org/home/showpublisheddocument/67330/637933973117070000>) (pages 25-32). These same projects are then incorporated into the Iowa Statewide Transportation Improvement Plan each October. Any STBG funding approved through this application would be incorporated into the FY2024 TIP/ STBG of year FY2027 and go through the Ames Area MPO's TIP public input process.
- **Metropolitan Transportation (Long Range) Plan:** Bus expansion/replacements are identified as a short-term, mid-term and long-term projects within the Ames Area Metropolitan Planning Organization's Forward 2045 Metropolitan Transportation Plan.
  - **Forward 2045: Forward 2045 Metropolitan Transportation Plan Final Report** <https://www.cityofames.org/home/showpublisheddocument?id=59192> (page 145 – Table 7-6)

If FY2027 STBG funding is approved for this transit project, several years of additional opportunities for public input through the Transportation Improvement Planning process will be available before purchasing vehicles utilizing this funding.